

Basement
Stacks

THE NATIONAL Provisioner

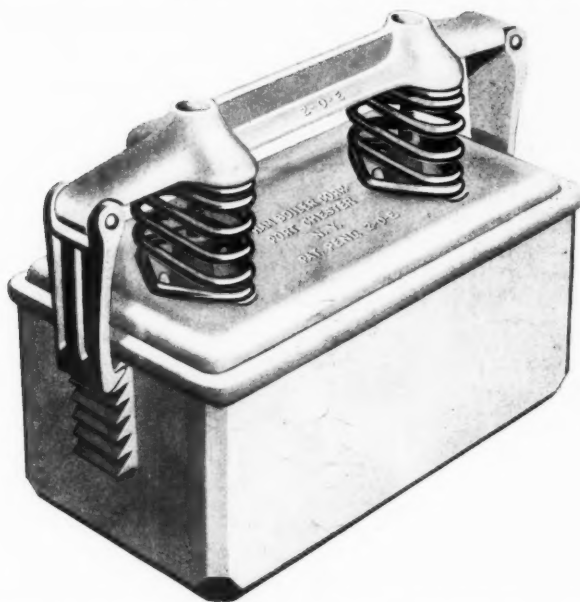
THE MAGAZINE OF THE
Meat Packing and Allied Industries

Volume 90

FEBRUARY 24, 1934

Number 8

A "New Deal" for Ham Profit



Follow the lead of the "big fellows" and adopt the ham boiler with best proven results. Replace inefficient, obsolete ham retainers with new improved ADELMANN Ham Boilers. Combine minimum shrinkage—quick operation—even spring pressure—with ease of cleaning and long life. Our liberal trade-in schedule limits expense.

ADELMANN Ham Boilers are made of Cast Aluminum, Tinned Steel, Monel Metal, and Nirosa (Stainless) Steel in a variety of styles and sizes. The most complete line available. The ADELMANN Washer, Luxury Loaf Containers, Prest-Rite Moulds, and other items are shown in our booklet "The Modern Method" sent free upon request. Ask for it.

ADELMANN — "THE KIND YOUR HAM MAKERS PREFER"

HAM BOILER CORPORATION

Office and Factory, Port Chester, N. Y.

Chicago Office: 332 S. Michigan Ave.

European Representatives: R. W. Bollans & Co., 6 Stanley St., Liverpool & 12 Bow Lane, London—Australian and New Zealand Representatives: Gollin & Co., Pty. Ltd., Offices in Principal Cities—Canadian Representative: Goad, Shapley & Muir Co., Ltd., Brantford, Ont.



SELL MORE SAUSAGE

QUANTITY is what builds sausage business. In order to produce quality sausage profitably, you must have the right machines. That means "BUFFALO" machines, because practically every successful sausage manufacturer knows they turn out the finest product, most economically.

The use of a properly designed, sturdily constructed machine like the improved "BUFFALO" Mixer is one of the most important steps towards insuring tasty, uniformly flavored sausage.

Here are just two of many expressions from users:

W. F. SCHONLAND SONS, INC.:
"We find the 'BUFFALO' Mixer very satisfactory in every respect. It mixes better and quicker than any mixer we have ever used."

JACOB FORST PACKING CO.:
"There is no comparison between the 'BUFFALO' Mixer and the one we had previously. This 'BUFFALO' machine meets with our entire satisfaction; we recommend it for Economy, Production and Quality."

Write for catalog and prices.

QUALITY FEATURES:

Scientifically arranged mixing paddles thoroughly mix every particle of cure or seasoning into the meat.

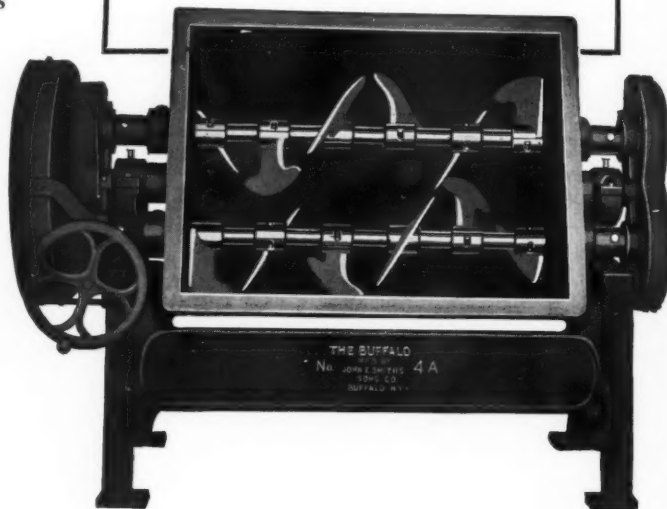
Center tilting hopper means fast unloading.

Silent Chain drive—noiseless in operation.

Exceptionally heavy bearings.

On motor models, motor and silent chain drive fully protected from water or meat.

Five sizes—Motor or pulley



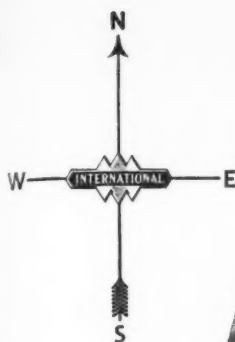
"BUFFALO" Meat Mixer

JOHN E. SMITH'S SONS CO.
BUFFALO, N. Y., U. S. A.

Manufacturers of "BUFFALO" Sausage Machines and Packing House Equipment



Chicago Office: 4201 S. Halsted St., Phone Boulevard 9020
Western Office: 1316 E. Slauson Ave., Los Angeles, California
Canadian Office: 189 Church St., Toronto, Ontario



TRUCKING IS ONE OF THE NATION'S GREAT INDUSTRIES

EVERY town and city in the United States has responsible firms engaged in the business of Trucking and Hauling. With their fleets and drivers available for any kind of hauling—by the job, the day, week, month or year—they perform a vital public service.

What these men think about International Trucks and Service should interest all buyers and operators of motor trucks, for trucking contractors are seeking one end—the *lowest cost per ton-mile*. Hauling is all they have to sell—and their profits go up only as their costs go down.

Without the confidence of this great trucking industry International Harvester could not have become an outstanding truck manufacturer. Go where you please—in small or large cities—and you will find Internationals hauling their large share of the Trucking Industry's own loads.

Close figuring men who make a business of trucking know trucks as the stove man knows stoves—as the shoe man knows shoes. All makes of trucks are

known to them in terms of black or red ink. They can go back in their books for many years and show you which makes of trucks pay an operating profit—and which trucks do not. That is why they standardize so largely on Internationals. They don't guess. *They know!*

International's after-sale service is a most important consideration to the trucking industry. Standard International parts and standard International Service in 201 cities—the largest company-owned truck service organization in the world—play a vital part in the brilliant performance of International Trucks—in any business.

Whatever your business may be, do not buy any truck of *any size or for any purpose* until you know all that International offers you. Visit the International Branch or Dealer near you. Ask for demonstration. Sizes range from $\frac{1}{2}$ -ton to $7\frac{1}{2}$ -ton. Chassis prices from \$360 up, f.o.b. factory.

INTERNATIONAL HARVESTER COMPANY
606 S. Michigan Ave. OF AMERICA
(INCORPORATED) Chicago, Illinois

INTERNATIONAL TRUCKS

"SPOILAGE IN TRANSIT ROBS ME OF MY PROFITS"

"WHEN YOU BUY TRUCKS INSIST ON CORKBOARD INSULATION"

says
MR. THRIFT T. CORK

Represented in the anatomy of Thrift T. Cork are straight pipe covering, cork lagging, and covers for flanges, tees, and screwed ends.

YOU can be doubly sure of safe transportation when your refrigerated trucks are insulated with Armstrong's LK Corkboard! Efficient and reliable, corkboard insulation is the choice of leading truck builders.

Remember that when you hear about something that's "just as good as cork"! Armstrong's LK Corkboard is structurally strong . . . requires fewer bracing or stiffening members because of its rigidity. It will not settle, pack, shift, or disintegrate. Even the heavy jolting of hard truck service does not harm it. And here are other advantages! Armstrong's LK Corkboard is light weight . . . makes possible a heavier pay load. Its low coefficient of thermal conductivity gives an extra margin of safety to the perishables it protects.

Just as LK Corkboard guards refrigerated trucks and cars, Armstrong's Standard and Super-Service Corkboard is built for cold room protection. This modern insulation cuts refrigeration losses to a minimum . . . pays for itself in short order. We'll gladly send you complete information and samples. Write Armstrong Cork & Insulation Co., 952 Concord St., Lancaster, Pa.



Armstrong's
LK CORKBOARD INSULATION

Efficient Insulation for Refrigerated Equipment

KOLD-HOLD **COOLING UNITS**

Provide Ideal
Truck Refrigeration
at *Less than*

***25c PER DAY!**

*For Properly Insulated Bodies up to 250 cu. ft.

THE KOLD-HOLD method of truck refrigeration is long past the experimental stage. In hundreds of both high and low temperature bodies it has definitely proven itself the most economical, most reliable, and altogether the most advantageous method of truck refrigeration available, and is proclaimed such by leading refrigeration engineers throughout the nation.

Here are a few of its outstanding advantages:

1. Absolutely insures desired temperature whether it be 45 degrees or sub zero, at the lowest known cost.
2. Requires no loading or unloading of refrigerant.
3. Eliminates necessity of unloading unsold or returned contents.
4. Clean and free from odor—no deteriorating influence to body or contents.
5. Stores refrigeration when truck is idle—usually at night when current rates are lower.
6. Provides 10 to 20 hours of uniform temperature without being recharged.
7. Recharged by plugging into any ordinary light socket, hence truck's touring range is almost unlimited.
8. Ammonia type KOLD-HOLD units which permit the truck to draw its refrigeration from the existing ammonia system of the central plant, are also available.

KOLD-HOLD may be readily installed in used as well as new bodies. Consequently if you are a user of refrigerated trucks, it will pay you greatly to get complete details of this better, more economical means of refrigeration at once. Write today.

APPROVED AND RECOMMENDED BY
FRIGIDAIRE, KELVINATOR, FRICK, UNIVERSAL COOLER, COPELAND, AND MOST
LEADING BODY MANUFACTURERS.

KOLD-HOLD Manufacturing Co.

R. E. OLDS, Chairman
Lansing · Michigan



OTTO STAHL DIVISION
110 East 129th St., New York
Marion 7-0489

LOUIS MEYER DIVISION
110 Wyckoff Ave., Brooklyn
Higden 3-8229

F. A. PERRIS DIVISION
3rd Ave. & 129th St.
Marion 7-1917

Stahl-Meyer, Inc.

1125 WYCKOFF AVENUE
BROOKLYN, N. Y.

February 1, 1934

Fitz Gibbon & Crisp, Inc.,
Trenton,
New Jersey.

Gentlemen:-

Now that we have ordered our sixtieth (60th) Fleetsteel Body, you certainly are entitled to know of our experience with this equipment.

The Fleetsteel has almost entirely eliminated spoilage.

Daily ice consumption in hot weather has been reduced from 300 lb. to 160 lb.

Cake ice is used in place of cracked, saving the labor and nuisance of crushing.

Carrying capacity has been increased without any increase in body weight.

Meat can now be kept in the trucks overnight, saving the time and labor of daily checking in and out.

These are positive savings which we can figure in our cost records, but we also appreciate the sales and advertising value of this equipment.

Very truly yours,

H. Bunderman

STAHL-MEYER, Inc.
Garage Supt.

60

FLEETSTEEL BODIES

Used by

Stahl-Meyer, Inc.

Read what
they say—

FITZ GIBBON
& CRISP, INC.
TRENTON, N. J.



FLEET-STEEL

Week ending February 24, 1934

MILLIONS OF BLISS BOXES

*Are used annually
for shipping:*



ASSEMBLING BLISS BOXES

Fresh and Smoked Meats
Pork Loins
Dressed Poultry
Lard, Butterine
Soap Powder, etc.

Practically all the large Meat Packers are using BLISS BOXES. They find that BLISS BOXES are stronger, lighter, and reduce their shipping costs.

Your Board Mill will furnish the boxes. Write us regarding equipment for assembling and sealing them, and for any information you may desire pertaining to shipping in Fibre Containers.



SEALING BLISS BOXES

Visit our Booth (No. 124) at the Packaging Show,
New York, March 13-16

DEXTER FOLDER COMPANY

28 West 23rd Street, New York, N. Y.

CHICAGO
117 W. Harrison St.
PHILADELPHIA
5th and Chestnut Streets

BOSTON
185 Summer Street
CLEVELAND
1931 E. 61st Street

ST. LOUIS
2082 Railway Ex. Bldg.
SAN FRANCISCO
H. W. Brintnall Co.
51 Clementina Street

WEST CARROLLTON GENUINE VEGETABLE PARCHMENT

Wherever discriminating food buyers purchase meat products the majority of wrappers will be Genuine Vegetable Parchment — because more than two generations have learned to depend on such wrappers as indicative of first quality meats. They have learned by experience that from a sanitary and practical viewpoint — “There is no Substitute for Genuine Vegetable Parchment.” Leading packers have followed this trend with decided profit.

**THE WEST CARROLLTON
PARCHMENT COMPANY
WEST CARROLLTON, OHIO**

OUR 38th YEAR SERVING THE FOOD INDUSTRY

"We consider **POWER PROVER SERVICE** indispensable"

... writes Val Decker Packing Company of Piqua, Ohio... operators of a 64-truck fleet



THE well-known and progressive meat packers... The Val Decker Packing Company... have found the one sure, reasonable method of keeping its 64-truck fleet in prime condition. They have made POWER PROVER Service an established feature of their maintenance operation. And this fine fleet which travels 100,000 miles monthly is now being operated on a more economical basis and is producing more power and better road performance than ever before. In their own words they "consider POWER PROVER Service indispensable."

To date, POWER PROVER Service has been adopted by more than 4000 fleet operators in all lines of business who report the following varied benefits: savings on gasoline and oil—frequently as much as 30%; lengthening of the interval between overhauls; reduction of dangerous exhaust gas

fumes; and a material improvement in starting, power and other phases of road performance.

POWER PROVER Service is the one practical and sure way of cutting fleet operating costs. This service covers three distinct steps—an analysis of the exhaust gases, a comprehensive 23-step tuning routine, and the use of exclusive, patented Cities Service tuning tools.

This money-saving service is available to you at small cost... about one cent per day per vehicle.

We shall be glad to demonstrate on your own equipment and with your own mechanics just what the POWER PROVER can do for you.

Start saving money and get better engine performance at once. Write Cities Service POWER PROVER, Room 725, 60 Wall Street, New York City, New York.



Radio Concerts—Fridays at 8:00 P. M., E. S. T., over WEAJ and thirty-three N. B. C. stations

CITIES SERVICE POWER PROVER

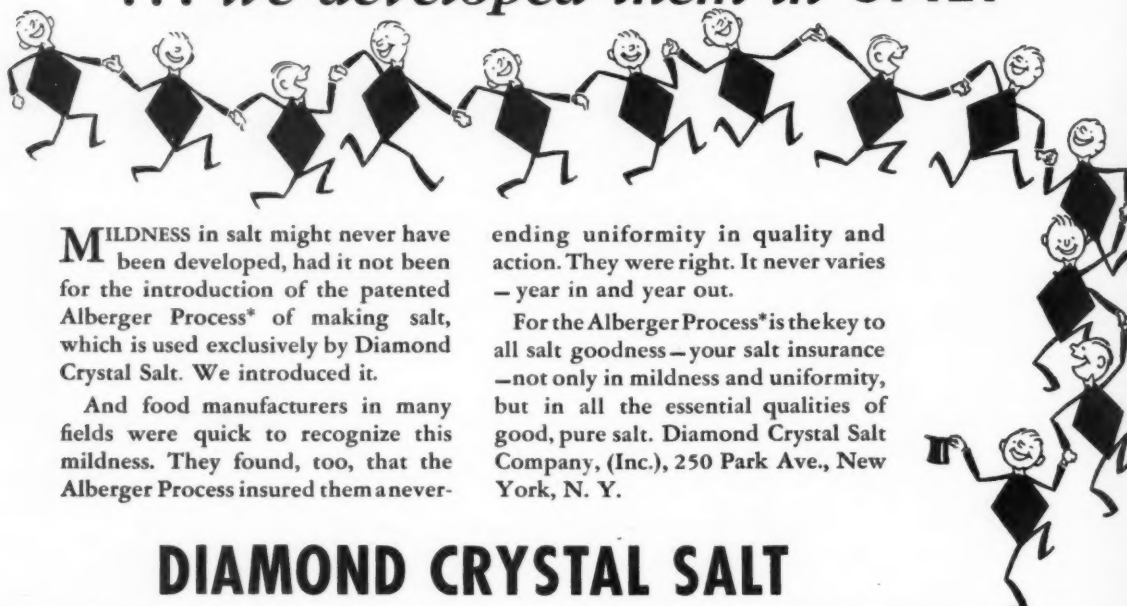
Cities Service Oil Company • Crew Levick Company • Cities Service Refining Company
Louisiana Oil Refining Corporation • A. R. Newcombe Oil Company

Week ending February 24, 1934

Page 7

MILDNESS AND UNIFORMITY

... we developed them in SALT



MILDNESS in salt might never have been developed, had it not been for the introduction of the patented Alberger Process* of making salt, which is used exclusively by Diamond Crystal Salt. We introduced it.

And food manufacturers in many fields were quick to recognize this mildness. They found, too, that the Alberger Process insured them a never-

ending uniformity in quality and action. They were right. It never varies — year in and year out.

For the Alberger Process* is the key to all salt goodness — your salt insurance — not only in mildness and uniformity, but in all the essential qualities of good, pure salt. Diamond Crystal Salt Company, (Inc.), 250 Park Ave., New York, N. Y.

DIAMOND CRYSTAL SALT

***UNIFORM IN COLOR...PURITY...DRYNESS...SOLUBILITY...SCREEN ANALYSIS...CHEMICAL ANALYSIS...CHARACTER OF FLAKE**

SIX SOUND REASONS

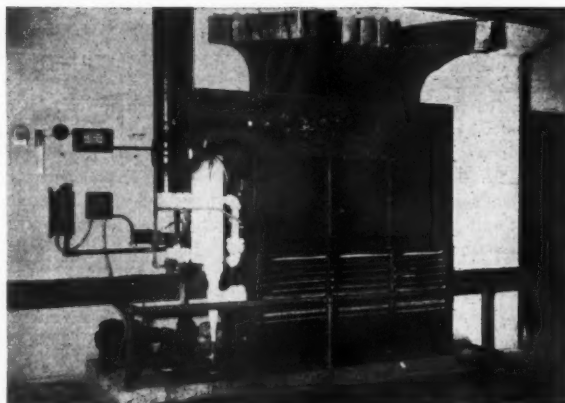
1. Closer control of temperature because of positive cold air circulation.

2. No moisture condensation on walls or ceiling of cooling room.

3. Very rapid cooling — saving time and operating cost.

4. Marked reduction in first cost — less equipment needed — simple, inexpensive installation.

5. Large saving in cost of cold storage room construction — height of room reduced since no space needed for overhead bunkers.



Brine Spray Unitherm Cooler installed in sausage finish cooling room.

6. Low maintenance, and 100% salvage value due to mobility of units.

These modern Clarage Unitherm Coolers merit your investigation. We can show you improved performance against any type of bunker or wall coil installation, and we can save you money. Units are available in fin surface and brine spray types, and in sizes to meet any cooling or refrigeration requirement.

Write for Bulletin 77, which gives full details. CLARAGE FAN COMPANY, Kalamazoo, Michigan.

CLARAGE

UNITHERM UNIT COOLERS

Keeps heat out — light — permanent

Thick walls alone do not stop heat. They must contain something with particular ability to resist heat transference if they are to keep heat out of the load. Many materials have the ability to do this in varying degrees. But none commercially available has such pronounced heat stopping qualities as Dry-Zero.

Tests made by the U. S. Bureau of Standards show Dry-Zero has an insulating efficiency of 0.24, which indicates the greatest resistance to heat of any commercial insulant.

In addition, Dry-Zero is so light in weight that it adds only 15/100ths of a pound per board foot used. It is completely permanent and will outlast the truck itself.

The Dry-Zero Truck Insulation Engineering Department will be glad to give you full information about insulating your trucks. Dry-Zero Corporation, Merchandise Mart, Chicago, Illinois. Canadian Office, 687 Broadview Avenue, Toronto, Ontario.

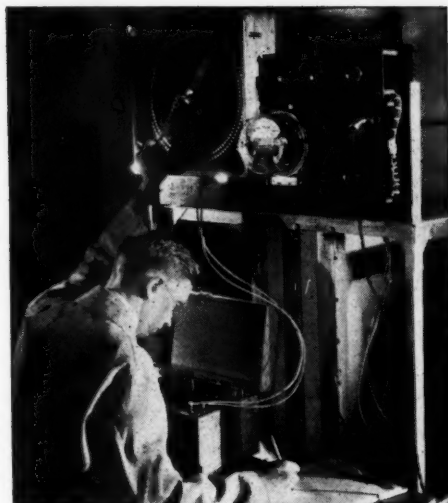


Use Dry-Zero in
your next truck

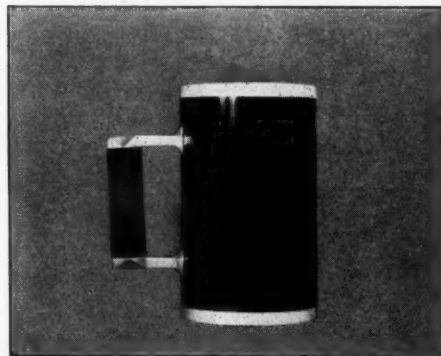


DRY-ZERO

THE MOST EFFICIENT TRUCK INSULANT KNOWN



Research, more research, and then still more. This has been the basis of improvement in every industry, from printing ink to Diesel engines. The Dry-Zero Laboratory is maintained in acknowledgment of this principle. The device illustrated is one of the most accurate insulation testers known. Operating with carefully measured electric current and using tiny electric fingers called thermocouples, it records temperatures to minute fractions. The insulating qualities of any material can be measured in this complicated instrument.



In the wake of repeal came several curios, including the insulated beer mug. The mug shown here is actually insulated with Dry-Zero. It is supposed to and actually does keep the nut-brown ale at soothing coolness.

Keeps Cold

Refrigerated with dry ice and insulated with Dry-Zero. The combination makes sure of good delivery for pork products. The use of these two products assures the least possible dead weight and the biggest possible live-load. Welbilt Body Company of Los Angeles built the job for Standard Packing Company.



Practice **SOUND ECONOMY** by using *C. D. Angle-Hole Reversible Grinder Plates and O. K. Knives with Changeable Blades*

Many have asked us how we have been able to constantly increase our sales, in spite of current business conditions. The answer is simple—**SOUND ECONOMY** is no longer something men talk about. It is something that all the large packers and thousands of sausage manufacturers have learned through **PRACTICE**; namely, that it is **SOUND ECONOMY** to use the C. D. Angle Hole Reversible Grinder Plates and O. K. Knives with Changeable Blades. Do not delay. Send today for price list information.



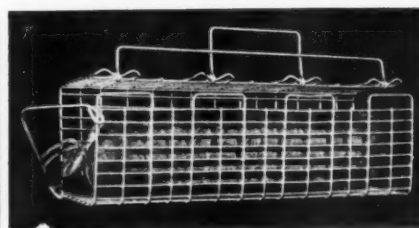
THE SPECIALTY MANUFACTURERS SALES CO.
2021 Grace Street Chas. W. Dieckmann, Phone: LAKeview 4325 Chicago, Illinois



PEACOCK BRAND
PACKINGHOUSE SPECIALTIES

QUALITY
IS ALWAYS
IN STYLE
WHEN
YOUR
SAUSAGE
AND OTHER
PROCESSED MEATS
ARE PREPARED
WITH
PEACOCK BRAND
PRODUCTS

Wm J. Stange Co.
CHICAGO



Stainless Steel
575-KA2
UNITED
Sausage Mold
with or without
Opening Device

PATENTED

LONG LIFE! One user (name on request) reports *six years'* steady use and molds still good as new. No retinning, unaffected by meat acids. Write for samples, prices!

UNITED STEEL & WIRE CO.
Battle Creek, Michigan Kansas City, Mo.

**For Quality Meat
Products**

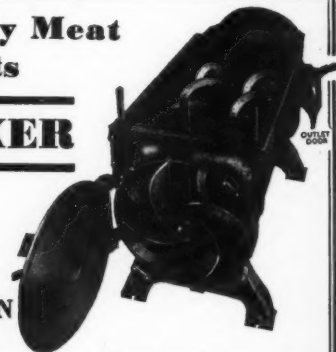
KUTMIXER

Write for
circular

**THE HOTTMANN
MACHINE CO.**

3325 ALLEN STREET

PHILADELPHIA, PA.



Blue Streak
GRINDERS
are Used by Many
Prominent Packers

because friction-free, triple
reduction process grinds more,
uses less power than any
other. *Write!*

LET US HELP!

Our Staff of Experts is at Your Service

To help you solve your grinding problem, **BLUE STREAK** engineers will work with you in complete confidence. Samples of your product will be ground and a complete detailed report and recommendation will be given you. There is *no charge or obligation* for this service. Send us a sample of your product today!

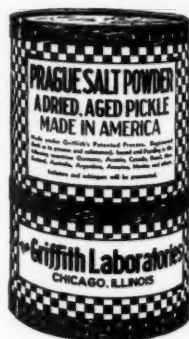
PRATER PULVERIZER CO.
1829 South 55th Ave. Chicago, Illinois

CURING HAMS AND BACON IS YOUR PROBLEM

PRAGUE POWDER

A
Homogeneous
CURING
ELEMENT

*of Dependable
Character*



A
SOLID
CURING
COMPOUND

*Made Under
GRIFFITH'S
Process Patents*

ALWAYS UNIFORM — ANALYSIS NEVER VARIES

PRAGUE POWDER

CREATES A RICH, RIPE, FLAVORY HAM

PRAGUE POWDER is made from a *strong ham pickle*. The *pickle is boiled, aged and forced* as "wet pickle" through a rapid drying process. A drop of pickle becomes a splash of dry PRAGUE POWDER. It is light and dissolves like snow. It is compounded with your salt and sugar easily and uniformly.

PRAGUE POWDER is a new substance, a new curing compound. The curing ingredients have been changed into a soft "Homogeneous Mass."

PRAGUE POWDER is a UNIFIED UNIT of *dry invisible crystals*, a firm physical union. Not nitrate and not nitrite.

PRAGUE POWDER fills a long-felt need. A quick dissolving ingredient is better than slow melting ingredients like "rocks" or sizable grains.

PRAGUE POWDER has all the curing elements combined in each particle and dissolves quickly, creating a lasting bloom on the lean of the meats, leaving no bitterness or burning.

PRAGUE POWDER

"A SAFE, FAST CURE" AS TO COLOR

"A SLOW CURE" AS TO TIME

Meets B. A. I. Requirements

THE GRIFFITH LABORATORIES

1415-25 WEST 37th STREET, CHICAGO, ILLINOIS

PRAGUE POWDER DOES IT BETTER

USE NEVERFAIL!

The Man Who Knows



The Man You Know
Makers of the genuine H. J. Mayer Special Frankfurter, Bologna, Pork Sausage (with and without sage), Braunschweiger Liver, Summer (Mettwurst), Chili Con Carne, Kouladen Delicatessen, Wonder Pork Sausage Seasonings.

Beware of products bearing similar name—only H. J. Mayer makes the genuine H. J. Mayer products listed.

The Perfect Cure

It's been a trying time for makers who refused to haul down the flag of quality. They have stood by and seen "SHODDY" King for - a - day—

But now that QUALITY is on the throne again, VALUE is STILL KING.

**"BUY the BEST
IGNORE the REST"**

Join the LYONE Parade and make the Finest Sausage ever made with H. J. MAYER NEW DEAL LYONE SEASONING

H. J. MAYER & SONS CO.

6819-27 S. Ashland Ave., Chicago, Ill.



Canadian Office:
Windsor, Ont.

THE FINEST IN STOCKINETTE FOR 26 YEARS



HAM BAGS

Made in all styles, to fit any smoked meat cut from the smallest butt to the largest ham. They improve the appearance, quality and flavor of the product; reduce shrink greatly! Lowest prices obtainable, quality considered.

... RETAIN ALL
NATURAL JUICES

Smoked meats shrink less and sell better when protected by Wynantskill Stockinettes. The closely knit fabric forms an effective seal against losses of natural juices, at the same time keeping the product clean, bright and attractive.

Wynantskill Stockinettes are available for all fresh and cured meat products.

Write for sample

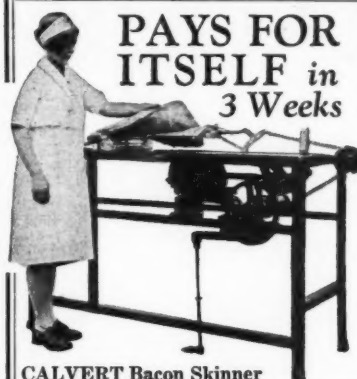
BEEF — HAM — SHEEP
LAMB—BACON—FRANK
and CALF BAGS

Write for Samples
WYNANTSKILL MFG.CO. TROY N.Y.

Fred K. Higbie
417 S. Dearborn St.
Chicago, Ill.
E. J. Donahue
47 Resamore Road
Jamaica Plain, Mass.

Represented by
E. V. Blackmun, Jr.
213 Rockefeller Bldg.
Cleveland, Ohio
C. M. Ardizzone
8942—41st Ave.
Corona, L. I., N. Y.

Jos. W. Gates
131 W. Oakdale Ave.
Glenside, Pa.
W. J. Newman
1005 Pearl St.
Alameda, Calif.



CALVERT Bacon Skinner

**PAYS FOR
ITSELF in
3 Weeks**

In a representative small plant, labor savings alone paid the cost of a CALVERT Bacon Skinner in three weeks! If you slice 500 pounds of bacon a week, the CALVERT will give you similar savings.

Write!

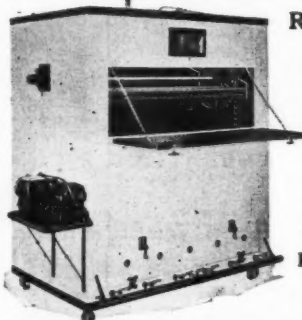
CALVERT MACHINE CO.

1606-S Thames St.,
Baltimore, Md.

Gas or
Electric

"EFFICIENCY"

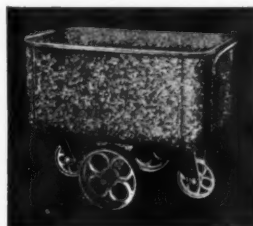
REVOLVING OVEN



Set up and ready to help produce superior product that brings profits—the "Efficiency" Revolving Oven requires practically no installation. Many exclusive features for low cost production of quality baked meats. Write for folder!

R. T. RANDALL & CO.
Equipment for Sausagemakers
331 N. 2nd St., Philadelphia

**"HALLOWELL"
PACKING PLANT
EQUIPMENT**



Pat. applied for

**Fig. 1091 "Hallowell"
Meat Truck**

Incorporates every up-to-date improvement; is perfectly sanitary and so sturdy and strong it will outwear other makes.

Furnished heavily galvanized or of Monel Metal, as preferred. Write for BULLETIN 449 covering our complete line of "HALLOWELL" Packing Plant Equipment.

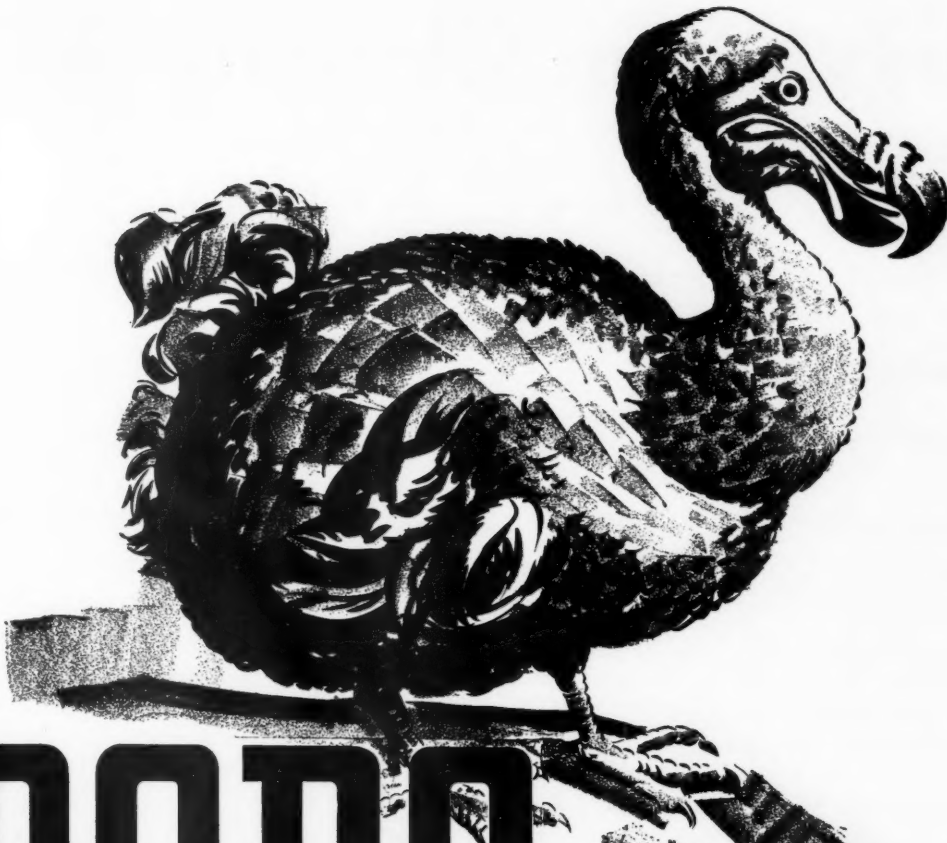
**STANDARD
PRESSED STEEL CO.**
Jenkintown, Pa.
Box 550

**Backus Baskets for
Delivering Meats**



Easily cleaned
—
Sanitary
—
Light enough
to reduce
deadweight
—
Strong enough
to stand
the knocks!

A. BACKUS, JR. & SONS
1522 W. Fort St., Detroit, Mich.



DODO extinct

FOR centuries, this bird didn't use its wings. When it had to (to survive) it couldn't.

Have you been using your package as a sales weapon? From now on you'll need to. Better be sure it's adequate.

Already the contest for consumer favor is being waged with packages—shrewdly conceived, expertly designed, by those who know consumers and what will make them buy. Already, hundreds of manufacturers have discovered that their packages can be a vigorous merchandising force.

Today a good product in an out-of-date package faces a serious handicap. From a sales standpoint, the new technique of packaging is too important to ignore.

Perhaps you have not discovered the full sales possibilities in packaging. We urge you to do so now at the American Can Company office near you. The same vision, resourcefulness, and skill which have made possible so many sales making packages are available to you at Canco without obligation or cost.

AMERICAN CAN COMPANY
230 PARK AVENUE • NEW YORK **CANCO**

Week ending February 24, 1934

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Classify Your Cleaning Jobs

For Better Results

Delicate Finishes

Examples

*Fibre Floors
Motor Trucks
Salesmen's Cars
Rubber Tile Floors
Varnished Surfaces, etc.*

Even hard wear will not damage delicate finishes as rapidly as improper soaps. Providing and maintaining fine finishes costs money—they should be protected.

LUSTRO SOAP is guaranteed not to harm the most delicate surface. It will restore the original finish, quickly and with the least effort.

Plated, Polished or Painted Surfaces

Examples

*Plated Metal
Painted or Plain Wood
Painted Walls & Floors
Polished Tile or Marble
etc., etc., etc.*

For certain cleaning jobs washing powder is best—and LIGHTHOUSE Washing Powder is preferred. It contains no abrasive or material which can scratch or mar the surface, yet it cleans thoroughly, efficiently, with less labor.

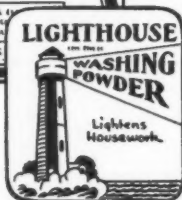
NOTE: Where some abrasive action is desired—as on plain metals, plain tiles, porcelain fixtures, etc., etc.—LIGHTHOUSE Cleanser should be used.

Greasy Surfaces

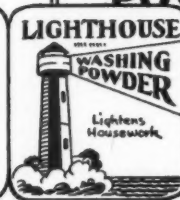
Examples

*Plant Floors
Cutting Tables
Killing Floors
Garage Floors
etc., etc., etc.*

Every packer is faced with the difficult task of keeping greasy surfaces clean and realizes the difficulties of the work. Wise packing plant executives use ROYAL Washing Powder which is almost straight alkali, but contains *just enough* soap to lightly lather on thin films of grease without becoming too soapy in heavy grease and increasing cleaning difficulties.



Armour's
**LIGHTHOUSE
WASHING POWDER**



ARMOUR AND COMPANY

Industrial Soap Division

1355 W. 31st Street, Chicago, Ill.

THE NATIONAL Provisioner

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Chicago and New York

Moving Meat Products by Motor Truck

*Developments in Equipment and Methods
Tending Toward Efficiency and Economy*

MOTOR trucks become each year more important and widely-used transportation agencies for the meat packing industry.

Today there are in excess of 93,000 motor truck units in use, an average of more than 39 units per company.

In few industries do truck fleets approach the up-to-dateness in design, appearance and general efficiency that characterize packers' fleets.

This high efficiency is the result of severe requirements.

Meat is a perishable product. It must be handled promptly under proper temperature conditions. No chances can be taken with slow, inefficient, unreliable delivery equipment.

Cleanliness and a general pleasing appearance are essential requirements in vehicles carrying food.

No retailer wants a dirty, carelessly-maintained truck standing before his door for his customers to see. Nor does the progressive packer care to take a chance that the dubious glory of a shabby truck shall be reflected on his products. Both retailer and the pack-

er know the housewife may judge the character of meat products from the truck that delivers them.

Competition in meat distribution, as in meat merchandising, is severe.

Retailers, whether they are close to a plant or miles from it, require that products be delivered frequently, promptly and in the best possible condition. Speed and reliability in the motor truck are essential.

The latter requirement also calls for refrigerated or insulated bodies. Ability to deliver products under refrigeration has become an important sales asset in many localities — or rather, inability to do so sometimes places a handicap on sales efforts.

Not only has the number of trucks in the meat packing industry increased considerably during the past year, but the average payload capacity has grown. Today the total carrying capacity of packers' trucks is considerably in excess of that indicated by the mere increase in the number of vehicles.

In building up and developing their distribution systems packers have

Motor Trucks in the Meat Industry

Trucks in Operation.

Capacity, tons.	Per cent of total.	Number.
Less than 1.....	23.39	21,958
1½ to 2.....	42.10	39,352
2½ and over.....	34.51	32,140
Total		93,450

Who Owns the Trucks.

Owners.	No. of plants.	Per cent operating own trucks.
Meat packers	1,127	98
Sausage manufs....	669	99
Renderers	583	85

Average Life of Meat Plant Trucks.

Capacity of trucks, tons.	Average truck life, years.
Under 1	3¾
1½ to 2.....	4½
2½ and over.....	7

Average Annual Truck Purchases.

Capacity of trucks, tons.	Purchased annually, Number.
Under 1	5,069
1½ to 2.....	9,085
2½ and over.....	4,607

worked toward two results—reduction of distribution expenses and increase in delivery efficiency.

Expense and Efficiency.

Progress, so far as equipment is concerned, has been carried forward in two main directions:

1—Elimination of cumbersome, slow, expensive trucks in short haul and city delivery work and substitution of neat, trim, speedy, attractive vehicles capable of covering the ground quickly and carrying economically the loads dictated by route volume.

2—Careful study of schedules, load needs and costs in interurban and long-haul service, and selection of trucks and truck and trailer units to meet distribution requirements best at least cost per unit of product handled.

New Chassis Designs.

A more careful selection of equipment for both short and long hauls, resulting in increasing average payload per unit per day, has resulted in reducing both fixed costs and operating expenses and increasing overall efficiency of fleets.

In truck chassis design the most pronounced departure from the conventional has been the "cab-over engine" models and the "set-back" axle design. The aim in both of these designs has been to bring a greater proportion of the payload on the front axle—not only for improved efficiency in operation, but to offset legal restrictions in states which impose limitations on the total load on any axle.

The new cab-over-engine trucks distribute the weight 33 per cent on the front axle and 67 per cent on the rear axle, as compared with 25 per cent front and 75 per cent rear in the usual design. The set-back-axle type carries about 30 per cent on the front axle and 70 per cent on the rear. The two types, therefore, lighten the load on the rear axle by 8 and 5 per cent respectively, and in effect permit an increase in the payload carried.

Truck and trailer units and tractors and semi-trailers in medium and large load capacities are becoming more popular for long haul work. Often lightweight construction is used to increase payloads and reduce operating costs.

Insulation and Refrigeration.

What appears to be a trend in these directions has been dictated very largely by laws regulating total weights that may be carried per wheel or per axle on city streets and highways, although first cost and operating and maintenance expenses also influence truck unit types in many instances.

Aluminum alloys and lightweight blanket and foil insulations are being

used in increasing quantities in meat truck body and trailer construction. These are making possible a large reduction in dead weight, increasing payload and lowering operating and maintenance costs.

Truck refrigeration methods continue to be developed and improved. This is particularly true in respect to methods of using solid carbon dioxide. Recent tests with new methods have shown unusual results from the standpoint of close temperature regulation, consumption of refrigerant and cost of refrigeration.

Among the interesting truck refrigeration developments of the past year is a new product used both as a motor fuel and a refrigerant. The product is supplied in tanks under pressure. It is expanded in a coil within the truck body to furnish refrigeration, after which the gas is piped to the engine where it supplies the power to operate the truck.

This combined fuel and refrigerant is said to be comparable to premium gasolines from the power standpoint, and its cost to the consumer is not expected to exceed that of the premium gasolines.

Nothing radically new in mechanical truck refrigerating units has been offered recently. Those systems which have been proved in practice continue popular, particularly to refrigerate large bodies in long-haul service. Ice and salt in units that provide good natural or forced air circulation continue to be used widely, especially in trucks engaged in local or short haul delivery work.

Efficiency in Distribution.

So far as equipment is concerned the packer's problem is not to find truck and body types best suited to his conditions, but to pick from the large variety of highly-developed trucks, bodies and refrigerating equipment available those particularly suited to his needs. And once this has been done there remains the highly important

problem of using the equipment to the best advantage.

This means a careful study of routes and schedules, elimination of excess idle time at plant loading docks and retailers' stores, better methods of order filling that will get products to the loading dock promptly, and improved inspection and maintenance methods that reduce to a minimum the time trucks are in the shop.

The best truck equipment cannot be operated at the highest efficiency if careful and understanding supervision is lacking.

LIGHTWEIGHT PACKER TRUCK.

State laws limiting truck dead weight and payload weights have influenced packers to give more attention to construction materials entering into insulated and refrigerated trucks, in order to lower transportation costs.

Notable results in reducing weight of meat trucks without sacrifice of carrying capacity have been illustrated and described by THE NATIONAL PROVISIONER from time to time. Among these was one operated by Oscar Mayer & Co., Madison, Wis. This truck, in which lightweight construction materials and Dry-Zero insulation are used, has shown unusual economy, returning a large annual interest on the extra investment required to secure the weight reduction.

Another noteworthy lightweight refrigerated meat truck was placed in service recently by the Hygrade Food Products Co., Schenk division, Wheeling, W. Va. This truck operates in mountain territory where weight reduction is doubly valuable in maintaining schedules and keeping operating costs low.

The truck is of the 10-wheel type and has a capacity of 10 tons. Through the use of light-weight metals and blanket insulation, the body weight was reduced to 3,200 lbs. compared to the 4,800 lbs. it would have weighed had the usual type of construction been used. This decrease in weight helps materially to hold average gas consumption to 7 miles per gallon and to reduce considerably wearing body oscillation on sharp mountain curves. The body is mounted on a Dodge chassis and the truck operates between Wheeling, Charleston and Bluefield, W. Va.



WEIGHT OF TRUCK BODY REDUCED ONE-THIRD.

This truck of the Hygrade Food Products Corp. is equipped with a body constructed of Downmetal and insulated with Dry-Zero. It weighs about 1,600 lbs. less than an ordinary body of the same size. The truck operates in mountain territory between Wheeling and Bluefield, W. Va.



COST OF GASOLINE IS LESS AND ROAD PERFORMANCE IMPROVED.

Production of the plant of the Val Decker Packing Co., Piqua, O., is distributed entirely by motor truck, much of it in 10-wheel semi-trailers of the type shown here. The fleet travels 100,000 miles monthly. Motor exhaust gas analysis has been made an established feature of truck maintenance operations of this company materially improving engine performance.

Truck Fuel Cost Reduced by New Method

Motor Check-up Plan Based on Analysis of Exhaust Gases Makes Engine Adjusting an Exact Procedure

MOST meat packers operating motor truck fleets keep a record of the mileage and gasoline consumption of each vehicle. They know, therefore, the average distances covered per gallon of fuel used.

But probably most of them don't know that a truck motor seldom uses the gasoline delivered to it with the greatest efficiency and economy.

Just as an analysis of the gases passing up the packer's smokestack indicates efficiency with which fuel is burned under boilers, so does an analysis of exhaust gases from a truck engine indicate efficiency with which gasoline is consumed, and waste of fuel because of improperly adjusted valves, poor compression, faulty ignition, etc.

Gas Cost Cut 25 Per Cent.

Recently a number of meat packers have adopted this new method of exhaust gas analysis for truck motor check-up and to indicate the need for motor adjustments and overhaul. Results have been very satisfactory.

An Eastern packer, operating a fleet of 154 trucks, has increased average mileage of his fleet per gallon of gasoline 25 per cent. In other words, he now gets the same mileage with 25 per cent less gasoline than before the new method was adopted.

A contract trucking company op-

erates 20 International and Reo refrigerated trucks out of Chicago to central and northern Michigan points. Since adopting the exhaust gas method of motor check-up it has increased average mileage per gallon of gasoline 16.93 per cent. *This saving is equivalent to 176,072 miles without any fuel cost.*

An Ohio packer has made exhaust engine check-up a routine feature of his truck maintenance operations. The fleet travels 100,000 miles per month, and is now being operated on a more economical basis and producing more power and better road performance than ever before.

Large Potential Saving.

Meat packing and allied industries operate in excess of 93,000 motor trucks, an average of slightly more than 39 trucks per company.

If it is assumed that most of these vehicles are of only average efficiency, so far as gasoline consumption is concerned, and that gasoline savings such as mentioned above can be made, then there is available a huge potential sum which can be deducted from present meat transportation costs and credited to the profit side of the ledger.

At least this new method has accomplished for fleet operators results which would seem to justify every packer operating more than a few trucks giv-

ing it more than casual consideration.

What this method is, and how it is being used in the meat packing industry to reduce gasoline and maintenance expenses, is told here.

Checking Up the Motor

The finest motor gasolines can not give the most satisfactory results in a badly adjusted engine. Quality of performance of the best gasoline rests entirely with the motor.

Encouraged by a desire to assist truck fleet owners to obtain maximum power and mileage, Cities Service research engineers many years ago began intensive study of motor exhaust gas, with the idea that engine faults could be traced through the gases from the exhaust pipe.

Many methods were tried and discarded as impracticable. Finally an accurate and practical machine for motor gas analysis was developed. This is known as the Cities Service power prover.

The particular problem met was the development of an instrument which, in the hands of the ordinary mechanic, would accurately analyze the usable fuel remaining in the exhaust gases. To aid in correcting the faults discovered through the tail of the exhaust pipe, a comprehensive 3-step tuning routine

was developed to aid the mechanic in making practical and accurate motor adjustments.

Flue gas analysis is not a new subject. However, determination of the presence and quantities of the various elements and compounds in it would require a complicated process in the hands of an expert. The practical method of burning the exhaust gas and then carefully measuring the heat released is a better and more useable one to follow. The power prover was designed to analyze exhaust gases by actually burning them, and then accurately recording the amount of potential fuel found in the exhaust and released in the instrument through the burning.

How the Method Operates.

Perhaps the use of the power prover can best be made clear by outlining its application to a typical motor vehicle.

When a truck is presented for test and tune-up, a careful record of the vehicle and its motor is taken. This includes the make, serial number, model, year and mileage. The make and type of motor is also noted, including the ignition system, carburetor and fuel system. A complete and comprehensive data book in the hands of the operator assists in accurately making the various specified adjustments.

With the motor running, the sampling tip is attached to the exhaust pipe and initial combustion efficiency readings taken at both idling and various running speeds. The operator knows that the best performance and economy is obtained with combustion efficiencies between 75 per cent and 85 per cent, depending upon the type and condition of the motor. Should the initial reading register above this, for example 90 per cent to 95 per cent, he would consider the possible causes as:

- 1.—Air-fuel ration was providing too lean a mixture.
- 2.—Fuel mixture was being diluted through air leaks in the intake manifold system or around the stems of the intake valves.
- 3.—Leaking valves. Defective intake valves permit spent gases to be driven into the intake system on exhaust strokes, which impair fuel mixtures. Defective exhaust valves permit redrawing spent gases into the cylinder on suction strokes.
- 4.—Leaks in exhaust pipe, through aspirator action of the exhaust gas stream, would dilute exhaust sample.

Oil, Plugs and Compression Checked.

When the operator encounters a reading below the proper range, for example between 50 per cent and 60 per cent, as is usually the case, he knows the motor is not properly burning its fuel.



ANALYZING MOTOR EXHAUST.

Truck under test is owned by Adolf Gobel, Inc., meat packers, New York City. This firm operates 154 trucks, chiefly Whites and Chevrolets. Since the company adopted the exhaust gas analysis method for motor check-up it has increased fleet miles per gallon of gasoline over 25 per cent.

Guided by this knowledge as to general faults he proceeds with the tune-up routine.

In all cases, condition of the lubricating oil in the crankcase is determined. When this is found to be too thin, re-

placement with fresh oil will improve combustion efficiency 5 per cent to 15 per cent, as it improves the piston seal and hence the compression.

Spark plugs are next removed and tested under an air pressure corresponding to the maximum compression encountered in the engine. If acceptable, plugs are cleaned, adjusted to specified gaps with feeler gauges, and are ready to be restored to the engine.

Next a test is made of the ability of each cylinder to hold compression. This is accomplished by a gauge inserted in spark plug hole, through which compressed air is admitted. The gauge has two dials, one indicates air pressure admitted to cylinder; the other indicates pressure within the cylinder. If the pressure within the cylinder is less than that admitted, it is known something is faulty. The mechanic can rate each cylinder as to its degree of leakage: zero indicating no leakage; 1 to 10 indicates various degrees of leakage.

Timing Checked Scientifically.

This method, conducted while the motor is silent, very frequently locates the point of leakage. Air leaking through intake valves may be heard in the intake manifold or carburetor. Leaky exhaust valves may be heard in the exhaust manifold. Leaky rings may be heard at the breather pipe.

If there is valve leakage, tappet clearances are first checked. If valve re-grinding is necessary, an immediate job is suggested. If, on initial readings, motor shows to abnormally high readings at high engine speeds, the cause frequently is due to "valve bounce." This is the result of weak or fatigued valve springs. Tension of each valve spring is readily noted by a device which compresses the spring and indi-

(Continued on page 30.)

How Detroit Meat Packer Cut His Truck Refrigeration Cost

WHEN equipping meat trucks with a refrigerating system the packer looks for two results—efficient cooling that maintains the required temperatures, and low refrigerating costs.

To secure these is more than a matter of chance. It means, in the first place, well-constructed and well-insulated bodies of a type well adapted to transportation needs. Secondly, a method of refrigeration which is reliable, efficient and with a capacity adequate for the needs.

Almost any method of refrigeration—ice and salt, solid carbon dioxide or mechanical—will hold the temperature of an insulated truck body within safe temperature limits for meats. All these methods are in use in meat trucks and all of them are satisfactory in certain instances.

But to get the most efficient results at the lowest cost sometimes requires more than casual consideration and study to properly coordinate all influencing factors.

Success with Mechanical Units.

Chris Schmidt, of the Valley Packing Co., Detroit and Grand Rapids, Mich.—one of the pioneers in adapting refrigeration to meat truck bodies—has met his particular truck refrigeration problems with mechanical units. Several trucks so equipped were placed in service last year. The results were so satisfactory that it is planned to add to the fleet this year four to six more units similarly equipped.

Loss due to spoilage and shrinkage since mechanical refrigeration has been used, Mr. Schmidt says, has been practical.

(Continued on page 29.)

New Truck Fleets Cut Delivery Costs for New York Packers

PACKERS who have studied their truck transportation problems, and have taken prompt advantage of advancement in truck design and construction, have been able to make substantial reductions in cost of meat deliveries.

At the same time they have improved delivery service and kept products in better condition.

Savings in transportation costs are important. Delivery expense adds nothing to quality, good appearance or salability of meat products. It is an expense that is difficult to pass on to the consumer. Any saving that can be made, therefore, is a direct gain which can be credited to the profit side of the ledger.

Every meat packer should know his delivery costs. Without this knowledge he cannot properly price his products.

Must Know Delivery Costs.

Unless he knows what it costs to move meats from plant to retail outlets he has an insecure basis on which to build plans for lowering delivery costs and improving delivery efficiency.

Delivery costs are high for many packers, often much higher than they need be. These high costs may be due to many reasons principal among which often are a lack of up-to-date delivery equipment and haphazard supervision.

The part modern equipment plays in reducing delivery costs, and in keeping them low, is well illustrated in the

case of Stahl-Meyer, Inc., New York City. This company recently purchased a new fleet of Dodge trucks on which are mounted Fitz Gibbons & Crisp Fleetsteel insulated bodies refrigerated with Icefin forced-draft cooling units.

Before the new fleet was put in operation—with former equipment and methods, operating costs averaged 4 cents per truck mile, including gasoline, oil, labor and materials.

Lower Operating Costs.

Operating costs per truck mile on one division of the new fleet are averaging slightly over 3c per mile (see Table 1.) While this saving seems small, it must be considered that in the case of a large fleet the total mileage will be very large, and the consequent saving proportionately important.

But, in addition to the lower operating costs to be obtained, new, clean, modern delivery equipment has sales and merchandising value which must be taken into consideration when formulating delivery equipment policies. A. Sunderman, of the transportation department of Stahl-Meyer, Inc., emphasized this point recently.

"Our trade," he said, "most decidedly prefers clean, modern, refrigerated trucks. Such equipment before the door of a retailer gives customers in the store and passersby a favorable impression of the quality of products handled at the particular location.

"In one instance we received specific

instructions from a restaurant operator to make all deliveries at a certain hour, so that patrons could see the place is not only buying good meats, but that they are delivered in clean, sanitary vehicles.

Holds Bloom on Fresh Meats.

"While we do not feature in advertising the fact that our meats are delivered in refrigerated trucks, our salesmen do use the fact when soliciting business, and find it a very decided sales aid.

"The new truck bodies and method of refrigerating them holds the bloom on the meats until they are delivered. This should result in a direct price advantage to us.

"Under the economic conditions existing, and in view of the meat price situation, we have not been able to obtain a premium for our products just because of their good appearance. Whether or not the retailer benefits because we deliver him meats of better appearance is another matter. However, the good appearance of our products does make for larger sales.

"We have had instances where buyers have gone into our trucks and, after seeing the meats, have purchased double the original quantity intended. Our meats are displayed on removable shelving, a decided advantage in showing them off to the best advantage."

The ice is not crushed before being placed in the refrigerating units in these trucks. One hundred and sixty pounds is placed in the unit at one time.

Another New York packer—Adolf Gobel, Inc.—has also placed a new fleet of more than 100 trucks in operation



MODERN DELIVERY EQUIPMENT SAVES STAHL-MEYER CLOSE TO ONE CENT PER TRUCK MILE.

Units are Fleetsteel bodies mounted on Dodge chassis. Refrigeration is by water ice in Icefin units. In addition to materially reducing cost of meat delivery, these new trucks have been helpful in favorably advertising the company and in building sales.

TABLE 1.—OPERATING COSTS PER TRUCK MILE WITH STAHL-MEYER'S NEW FLEET.

Truck No.	Mileage.	Gals. Gas.	Miles per Gallon.	Pts. Oil.	Gas Cost.	Labor Cost.	Material Cost.	Total.	Cost per Mile.
301	1,105	181	6.1	12	\$22.81	\$2.18	\$.08	\$ 26.05	\$.0235
302	1,646	158	10.4	10	19.91	4.16	.08	25.87	.0187
303	1,172	159	7.3	8	20.04	11.72	31.22	63.64	.0548
304	958	108	8.8	24	13.61	4.42	19.83	39.83	.0415
305	953	187	5.0	4	23.76	1.74	.74	26.57	.0278
306	640	104	6.1	2	13.10	1.30	.36	14.83	.0233
307	909	118	7.7	4	14.87	2.55	.10	17.91	.0197
308	888	148	6.0	8	18.65	6.30	8.90	34.51	.0388
309	749	104	7.2	—	13.10	2.12	...	15.22	.0208
312	2,774	310	8.9	—	39.06	14.72	27.33	82.09	.0297
313	601	142	4.2	12	17.89	6.60	15.54	39.87	.0663
351	1,671	223	7.5	—	28.10	4.73	5.11	37.94	.0227
Total	14,096	1,842	85.2	84	\$244.90	\$62.56	110.09	\$414.43	\$.3826
Av. per car	1,172.1	163.5	7.1	9.38	\$20.40	\$5.21	10.00	\$ 34.53	.0319

during the past two years. These are very similar in general design and construction to the Stahl-Meyer trucks. They are also refrigerated with water ice in Icefin units.

Attractive trucks are both an advertising and an operating success. To the public they represent the last word in cleanliness and quality. These things are important in building consumer demand, as delivery equipment is the only part of a business, outside

of the products, seen regularly by the public.

The dealer likewise is impressed, and when trucks are refrigerated route salesmen feature this point in their sales talk. It is particularly effective because the modern butcher or delicatessen dealer, using mechanical refrigeration for his own box and showcase, appreciates its value in maintaining the quality and good appearance of meats and meat products.

Trailers Designed for Specific Meat Transportation Needs

AN ILLINOIS packer formerly employed three trucks in shuttle service—delivering product from the plant to near-by branch houses. These were of conventional six-wheel design.

Recently these three trucks were replaced with two tractor units and four semi-trailer bodies. These new units do more work in less time and at less cost than did the three six-wheel trucks, although trailer bodies are no larger.

These savings in time and wages were possible through the ability of the tractors to keep on the move, and to do more useful work over a longer working period each day.

When they arrive at a branch an empty trailer is always waiting to be taken back to the plant. At the plant a loaded trailer is always waiting to be moved to a branch house.

This is one illustration of the manner in which the packer can fit the various designs of delivery equipment now available to his particular needs, and save time and money.

Covering Much Territory.

A Wisconsin manufacturer of sausage also uses a delivery truck and two trailers in a somewhat similar manner. In this case, however, a distributing point is maintained about 60 miles from the plant, to which a supply of products is delivered each day.

This delivery is made in a light refrigerated trailer behind a light delivery truck also loaded with product. The trailer is dropped at the branch

and the truck proceeds with its regular delivery work. At the end of the day the trailer is picked up and returned to the plant for reloading with the product to be delivered next day.

Styled to Fit the Job

It is no longer necessary for the packer to do the best he can in a distribution way with the equipment available. Today knowing what he wants to haul and where he wants to take it, he can buy or have built motorized equipment to do efficiently any hauling job he may have.

Types of motor truck units suitable for different classes of work are shown on the opposite page.

Semi-trailers similar to ARMOUR'S and RATH'S make the most of the wheel base by providing an overhang at the front. These are particularly suitable for combination loads of boxed or cured meat products and carcasses, the former being carried at the front, where head room is less, and the latter on rails in the rear.

Trailers of smaller type, such as the PLANKINTON job, are useful in shuttle service on shorter hauls. Two semi-trailers often are used with each tractor, one being unloaded while the other is on the move.

Units similar to those of WILSON and CARSTENS find their greatest usefulness for heavy loads and bulky products over long distances.

Numerous illustrations might be cited of the various uses to which trailers and semi-trailers are being put by packers and sausage manufacturers. Their greatest value, perhaps, is to transport heavy loads comparatively long distances. With this type of equipment it is possible to carry heavier loads than usually are permitted by state and municipal laws in 4- or 6-wheel trucks, and to reduce costs under what would be required were the same tonnage to be carried in two or more trucks of a size to meet the legal requirements.

As with trucks, the packer has a wide variety of styles and designs to choose from when buying a trailer or semi-trailer, from the small four-wheel type to the giant 8-, 10-, or 12-wheel type, equipped with air brakes and all of the modern safety appliances.

Styles of semi-trailers in use in the meat packing industry are shown on the opposite page. Most of these are equipped with refrigerated bodies, but each represents a certain demand.

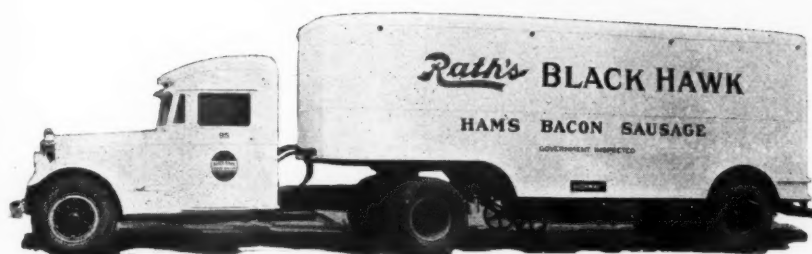
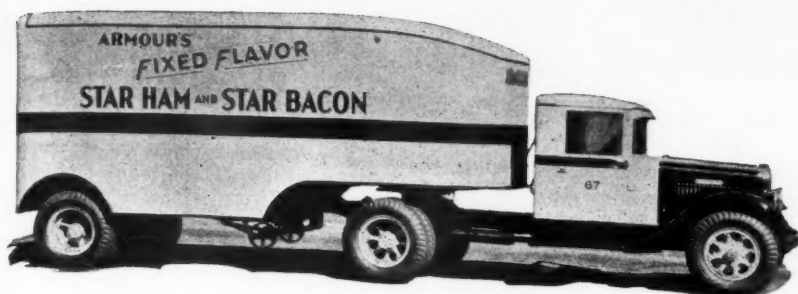
The Rath job is a good illustration of the ability to meet state highway requirements by the use of trailers or semi-trailers. The total weight, being distributed over ten wheels brings the weight per wheel within legal limits.

The Swift and Wilson jobs were also constructed to meet specific transportation needs and at the same time furnish unusual advertising mediums for the companies. Incorporated in these bodies are a number of features which contribute to pleasing appearance, including French roofs, skirting and streamlining.

All of these bodies were manufactured by the Highway Trailer Co., Edgerton, Wis.

BAUM-PHILLIPS RE-EQUIP.

Baum-Phillips Packing Company, Danville, Ill., have completely overhauled and modernized their plant. They have installed a new 18-ton refrigerating compressor complete with motor and "V" belt drive. Their pork cooler has been equipped with a complete set of fin coils and they are anticipating the erection of a new beef cooler to be under automatic control. Their coolers are all operated under automatic refrigerating control.



TYPES OF LARGE TRAILER UNITS DESIGNED TO MEET SPECIFIC MEAT DISTRIBUTION CONDITIONS.

Packer's Cost for Ice Is Less in New Type Refrigerator Cars

TOTAL cost of transporting meat products in refrigerator cars may be divided into two classifications—

1—*Fixed charges*, including interest, depreciation, taxes, repairs, insurance, or rent (if cars are leased) and freight charges.

2—*Variable costs*, under which are listed pre-cooling, icing, re-icing, loading, unloading, etc.

Costs in the first group seldom are controllable to any degree—that is, little can be done to reduce them.

It is possible, however, to reduce the proportion of these fixed costs chargeable against a unit of product transported. This can be done by using the cars more efficiently, extending the use-

Cost of ice is one of the important items in the variable expense classification. Ice consumption of a car is dependent, in large measure, on the degree to which the cars are pre-cooled and the temperature of the products at the time of loading, but more particularly on the thoroughness with which the cars are constructed and insulated.

Improvements in refrigerator car construction and more efficient insulation are reducing considerably the consumption of ice in the newer cars.

Savings in New Type Cars.

New refrigerator cars placed in service by the Rath Packing Co., Waterloo, Ia., last summer are interesting from a number of angles. Important from

over 100 degs. during a portion of this time.

The complete temperature record of the car during this test and the ice consumption are shown in Table 1.

The interior temperature of the car was the same as that of the outside air when the icing test was started and the car stood in the open exposed to the full effects of the sun during the period of the test. Only 10 per cent, instead of the usual 20 per cent, of salt was mixed with the ice.

The initial icing was 5,000 lbs., almost 1,000 lbs. less than usually is required to pre-cool under such conditions of high outside temperatures. Three thousand pounds of ice were used for the four re-icings, 750 lbs. of ice per re-icing. All temperature readings were taken at a point 3 ft. from the door post and half way between the floor and the beef rail.

Construction and Insulation.

The superstructure of the car is of structural steel riveted together and to the underframing before the insulation was installed. Roof and ends are of metal and sides of wood. Yellow pine is used for inside walls and ceiling. Particular care has been taken to provide no metal path for heat transfer, and to guard against bruising and snagging of carcasses in transit.

Beef rails are a permanent feature of the cars, being supported from side walls and roof.

More insulation is installed than commonly is used in cars of this type. From 4 to 6 in. of Haircraft* and mineral wool have been placed in the roof. Three inches of Naturzone* are used in the floor. Sides are insulated with 5 in. of mineral wool. Some of the cars are equipped with brine tanks; others with divided wire bunkers.

As will be seen from the accompanying illustration of one of these cars, the Rath Packing Co. has made good use of the cars as an advertising medium.

Catching the Consumer's Eye.

Upper half of each side of the car is painted white, lettering being red. The lower half is blue and the wording white. "Rath's Black Hawk Ham" appears on one side and "Rath's Black Hawk Bacon" on the other. On both sides is the information that the product comes "from the Land O' Corn."

In this paint job the company has accomplished what is sometimes difficult—secured unusual interest-getting value without sacrifice of pleasing appearance. The particular shades of color used and the spacing and proportioning of the lettering and background are largely responsible for this unusual effect.

*Haircraft is a blanket type and Naturzone a block type of insulation, both manufactured from hog hair by Wilson & Co., Chicago, Ill. The cars were manufactured by the Mather Stock Car Co., Chicago, and are leased to the Rath Packing Co.



SERVICE ECONOMY AND ADVERTISING VALUE IN NEW CARS.

The cars are insulated with 4 to 6 in. of Haircraft and mineral wool in roof, 3 in. of Naturzone in floor, and 5 in. of mineral wool in sides. Tests show less consumption of ice than is usual under similar conditions.

The paint job is red, white and blue, and is a striking advertisement for the Rath Packing Company's products wherever the car moves or stands.

ful service time and transporting more product within a given period.

Such savings depend directly on good management.

How Costs Are Reduced.

Individual costs in the variable expense class can be reduced considerably through greater use of better cars and more mechanical equipment.

Mechanical pre-coolers, for example, not only cut pre-cooling time but also reduce the expense of this operation.

Conveyors for handling ice from crushers to bunker hatchways are needed in many instances. Conveyors could also be installed at relatively small expense to move product from coolers to cars, and thus reduce the heavy labor charge of lugging and trucking. Gravity type roller conveyors for handling boxed and packaged products are particularly effective in this service.

a transportation cost standpoint are the rather unusual refrigerating results secured with less ice consumption than usually is required under similar conditions.

An icing test was made on one of these cars before it was put in service. Initial icing charge was placed in the bunkers at 5 p. m. Within 24 hours temperature of the car was down to 34 degs. Fahr., despite the fact that the outside temperature varied from 97 to

TABLE 1—PRE-COOLING TEST ON RATH REFRIGERATOR CARS.

Date		Inside	Outside	
June	Time.	Temp.	Temp.	Ice
		Degs. F.	in shade.	used.
		Degs. F.	Degs. F.	Lbs.
7	5:00 p.m.	97	97	5,000
8	7:00 a.m.	42	76	1,000
8	11:00 a.m.	36	86	....
8	4:55 p.m.	34	94	600
9	7:00 a.m.	32	72	900
9	1:35 p.m.	29	83	....
9	5:00 p.m.	28	85	500
10	7:00 a.m.	28	75	....

Wallace Charges Packers with Price Collusion Under Old Act

CHARGES of price collusion and attempted monopoly of the retail field have been made by Secretary of Agriculture Wallace against ten packing companies operating in a Southern sales area.

Under the packers and stockyards act the Secretary cited these packing companies to file formal answers on March 24. On April 9 they will be accorded a public hearing at Jackson, Miss.

Packers included in the government charge are Armour and Company, Swift & Company, Wilson & Co., Morris & Co., the St. Louis Independent Packing Co., Abraham Bros. Packing Co., the Cudahy Packing Co., Jacob Dold Packing Co., and the Memphis Packing Corporation.

Secretary Wallace charges that these ten companies furnished to each other information on prices at which they would sell meats and meat products. "This practice," the charge said, "was for the purpose of enabling the respondents to give unreasonable preferences and advantages to certain purchasers of meats and meat products; to give preferences to certain localities; to discriminate unjustly between certain persons; to force competitors out of business; and to manipulate prices and apportion sales in commerce."

The practices alleged to have been engaged in by the packers involved in the proceeding extend back as far as 1927. The investigation which led to the department's action was conducted by Seth Thomas, Department of Agriculture solicitor, who stated that the action was taken under the packers and stockyards act rather than the anti-trust laws, as this enabled prosecution of the case by the Department of Agriculture.

No Interference with Marketing Agreement.

Secretary Wallace stated that the action taken does not interfere with the proposed marketing agreement for the packing industry. Under the terms of the marketing pact, Mr. Wallace declared, the packers would be exempted from certain provisions of the federal anti-trust statutes.

But he denied that a price fixing agreement similar to the one charged by the department in its citation would be possible under such an agreement. While retail prices could be "stabilized" at a given level under the proposed pact, he explained, such fixed prices

would be applicable generally for the packing industry and not confined to a given group in a localized area.

Commenting on the case Thomas E. Wilson, president of Wilson & Co., said that if the Secretary of Agriculture believed that there has been irregularity in the conduct of packers mentioned in the Southern states he is entitled to act under the Packers' and Stockyards' Act.

Packer Comment on Case.

"I believe, however," Mr. Wilson said, "that the complaint will not be justified when the facts are known, and I am sure that the companies named will gladly cooperate with him in developing the facts."

"As a matter of fact," Mr. Wilson continued, "if they had had an opportunity, they would have done so without the complaint and the resulting publicity, which is damaging to the industry."

Harold H. Swift, vice president of

Swift & Company, made this statement:

"Swift & Co. denies the charges in the complaint and is confident that there has been no violation of the law."

Henry Veeder, general counsel for Swift & Co., was quoted as follows:

"Swift & Co. has not been violating the anti-trust laws in the South or anywhere else. We try to live up to the laws. We do live up to them. This is entirely news to me. We have had absolutely no warning of any such suits and there has been not even a cautionary letter from the Secretary about whatever he considers illegal in our activities. I cannot imagine what is wrong."

P. L. Reed, vice president of Armour and Company, said: "Armour and Company is certain that there has been no violation of the law as charged in the complaint filed by the Secretary of Agriculture, and is confident that the facts when developed will show conclusively that there is keen competition among packers and that the charges will not be justified."

"We are cooperating in every way with the Agricultural Adjustment Administration, and complying with the provisions of the packers and stockyards act."

Would Amend Act, Open Packer Books, License Direct Selling

BOOKS and records of American meat packers would be open to inspection by the Secretary of Agriculture under an amendment to the packers and stockyards act introduced into the House of Representatives this week by Representative Wearin of Iowa.

The amendment would bring so-called concentration yards used in the direct selling of hogs within the licensing powers of the Secretary and subject them to regulations under which licensed stock yards operate.

In a prepared statement made by Mr. Wearin in connection with the amendment he said that the actions of the packers "indicated to the people that they are not keeping faith with the recovery program." Replying to this statement, the Institute of American Meat Packers said:

"In charging that the packing industry is not keeping faith with the recovery program, Representative Wearin is distinctly at odds with the statement made last week by a member of the President's cabinet.

Packers Are Keeping Faith.

"At the hearing last Friday on the Connery bill Secretary Perkins singled

out the meat packing industry as one of the few large industries in the country in which employment today equals or exceeds employment in the base year, 1926.

"It also is a fact that payrolls in the packing industry have been increased by more than 20 per cent since August 1, when the industry adopted a modified form of the president's re-employment agreement.

"The fact that prices of live stock are substantially higher than they were a year ago also constitutes a contradiction of Representative Wearin's charges. The following table shows how present market prices of live stock at Chicago compare with those of a year ago:

	Week Ending		P. C. Increase.
	Feb. 18, 1933.	Feb. 18, 1934.	
(Prices per 100 lbs. alive)			
Cattle avg. all weights sold out of first hands.....	\$ 4.80	\$ 5.48	14
Hogs, avg. all weights.....	3.52	4.50	28
Lambs, good & choice, 90 lbs. & over.....	5.75	9.38	63
Ewes, good & choice, 90 to 120 lbs.	2.75	4.73	72

(Source of figures: U. S. Bureau of Agricultural Economics).

"In addition to the increased prices

obtained for hogs, the producer agreeing to cooperate with the Government also will receive cash benefit payments financed by a processing tax on hogs. The present tax is \$1.50 a hundred-weight alive.

Quote Words of Wallace.

"The packing industry has cooperated in making the facts about the production control program of the Department of Agriculture more fully understood by those from whom it buys livestock.

"In connection with livestock prices, we believe Representative Wearin would do well to bear in mind the statement which Secretary Wallace made recently before the Senate Committee on Agriculture and Forestry that the quantity of money consumers will expend for livestock and livestock products appears to depend closely on the level of consumer incomes—in other words, that the prices which producers receive for their livestock are determined by what consumers are able to pay for meats and by-products."

LARD AND SAUSAGE FOR NEEDY.

For the purpose of providing food for the needy in Puerto Rico the Federal Surplus Relief Corporation has invited bids on lard and sausage, among other foods, to be opened Monday, February 26. The requirements are included in schedule 40 covering purchases of 650,000 lbs. of lard and 128,000 lbs. of cervelat sausage.

Specifications for the lard provide that it shall be refined prime steam lard, free from impurities and rancidity and so manufactured as to produce a grainy texture. It was required that the lard be chilled over a roll or similar device before filling into pails, and that it must be made under "modern sanitary conditions from fresh, sweet, clean hog fat."

Packers pointed out that there was conflict between lard "of a grainy texture" and the requirement that it be "chilled over a lard roller," and that in view of the preference of the people of Puerto Rico it would be desirable to produce lard chilled over a roll. Supplementary specifications made this provision.

The lard must be produced under federal inspection and the finished product must be "pure, sweet, clean and free from adulteration, taint, sourness, rancidity, and foreign odor. Shall be of good texture and substances other than fatty acids and fat shall not be present in excess of 1 per cent."

It is to be packed in tin pails of 3 lbs. each net weight, 20 pails to the case. It is not necessary that the pails be lithographed or lacquered.

Sausage is to be of cervelat-style, prepared in accordance with best commercial practice under strictly sanitary

(Continued on page 34.)

PORK AWARDS SUSPENDED.

Suspension of the purchase of hogs for manufacturing smoked Wiltshires under schedule 39 was ordered this week by the Federal Surplus Relief Corporation. The awards were made on February 17, totaling approximately 15,135 hogs daily for 15 days beginning February 21, with the proviso that they were subject to suspension or discontinuance.

It is understood that this represents only a temporary suspension, and that the order may be reinstated whenever the government feels that the market situation and relief pork requirements justify renewed purchasing.

Awards were made on the basis of a processing charge, ranging from \$1.32 to \$1.58 for February and a high of \$1.62½ for March. The buying charge ranged from a low of 5c per head to a high of 30c, the latter in the case of a smaller packer located away from central markets.

Companies to whom these awards were made, together with the number of head per day, are reported as follows:

	No. hogs per day.
Agar Pkg. & Prov. Co., Chicago	1,000
Drummond Pkg. Co., Eau Claire, Wis.	150
Figge & Hutwelker, New York	200
Hygrade Food Products Corp.:	
Chicago	600
Detroit	700
Buffalo	600
Wheeling	700
A. Fink & Sons, Newark, N. J.	600
P. Brennan, Chicago	500
Jacob Dold Packing Co.:	
Buffalo	1,000
Omaha	100
Wichita	50
Miami Pkg. Co., Miami, Okla.	100
Miller & Hart, Chicago	1,200
Roberts & Onke, Chicago	1,000
Stahl-Meyer, Inc., New York	800
Birmingham Pkg. Co., Birm., Ala.	200
Swift & Company:	
Chicago	400
St. Joseph	150
Kansas City, Kans.	150
South Omaha	250
So. St. Paul	200
Cleveland	200
E. St. Louis	350
Milwaukee	100
Cudahy Pkg. Co.:	
Omaha	250
Sioux City	250
St. Paul	250
Kansas City	100
Denver	75
Kuhner Pkg. Co., Ft. Wayne	50-200
C. G. Kriel Co., Baltimore	200
Laclede Pkg. Co., St. Louis	300
J. H. Allison & Co., Chattanooga	150
Louisville Prov. Co., Louisville	200
C. F. Vissman & Co., Louisville	200
Emmatt Pkg. Co., Louisville	200
Memphis Pkg. Corp., Memphis	200
Detroit Pkg. Co., Detroit	100
Adolf Gobel, Inc., New York	300
J. H. Belz Prov. Co., St. Louis	200
Amer. Pkg. Co., St. Louis	300
Theurer-Norton Prov. Co., Cleveland	400
Cleveland Prov. Co., Cleveland	400

FARM CONVERSION FACTORS.

Conversion factors for use by farmers have been established by the Department of Agriculture. As reported in THE NATIONAL PROVISIONER of February 3, farmers are permitted to sell

300 lbs. of hog products per year without paying a processing tax, provided their total sale does not exceed 1,000 lbs. annually. If it is in excess of this amount, the exemption is not applicable. The conversion factors for use by farmers only are as follows:

	Per cent.
Dressed carcass	132.00
Lard	110.00
All fresh, frozen, in cure or barreled, dry salt cured pork	132.00
All pickle cured pork	125.00
All smoked pork	140.00
All cooked, dried or canned pork	178.00

In explanation of these conversion factors, the department says: "For example, Farmer A slaughters a hog of his own raising and sells 30 pounds of fresh pork from the carcass. At the present rate of the processing tax on the slaughtering of hogs (\$1.00 per hundredweight live weight until February 1) and in accordance with the new supplemental conversion factors, Farmer A would pay 132 per cent or \$1.32 per hundredweight of fresh pork sold. Thus, on the sale of 30 pounds of product he would pay a total of 39.6 cents.

"The supplemental conversion factors were adopted to permit simpler computation of processing taxes due from farmers on hog products derived from hogs of their own raising and sold or exchanged by them. The more detailed standard set of conversion factors will continue to apply to commercial slaughterers, and others, including persons who slaughter hogs not of their own raising for sale or exchange."

FARMERS REDUCE PRODUCTION.

Farmers totaling 400,000 have signed contracts to reduce their corn and hog production in 1934, according to an announcement made by the Agricultural Adjustment Administration this week. The bulk of the contracts have been executed by middle western farmers, it was said, Iowa leading with a total of 130,000 contracts, representing more than 80 per cent of hog and corn producers in that state.

Sign-up figures for other states are Illinois 47,000; Missouri 42,000; Nebraska 22,000; Kansas 19,000; Minnesota 50,000; Indiana 30,000; Ohio 25,000; Wisconsin 15,000 and South Dakota 13,000.

Information on production and other figures from corn and hog producers who sign the contracts is to be published in the newspaper of the counties in which producers sign the contracts.

Farmers signing corn-hog contracts have been authorized to replant drought or winter-killed 1933-sown hay or pasture crops with specified feed crops in a ruling announced today by Dr. A. B. Black, chief of the corn-hog section of the Agricultural Adjustment Administration.

Rath Outlines the Meat Industry Situation to Retailers

MORE meat was eaten by the American public in the last thirteen months than at any time on record, according to John W. Rath, chairman of the board of the Institute of American Meat Packers, in an address this week to meat retailers attending the short course at Iowa State College.

This course, held February 21 and 22, is being conducted under the auspices of the National Live Stock and Meat Board, in cooperation with the Institute of American Meat Packers, the U. S. Department of Agriculture and the college.

"The meat packing industry," Mr. Rath said, "which is the country's largest industry judged from the standpoint of value of output at the plant, apparently sold more than fifteen billion pounds of meat in 1933, an all-time record. The increase was caused primarily by substantial increases in the number of cattle marketed, and by increases in the number of hogs sold by farmers.

No Surplus in Meats.

"The meat packing industry is not bothered by surpluses in the sense that some other industries may be. The nature of the industry is such, dealing in perishable products, that the livestock must be transformed into meat and the meat sold promptly, regardless of the quantity. The price that is obtained for it, and consequently the price which the packing industry can pay for livestock, is determined by the amount which the housewives of the country can pay for meat. The demand for meat, in relation to the amount of production, establishes the price at which meat and meat products sell.

"The packing industry was able to find a market for the tremendous amount of meat, but because the purchasing power of consumers during the year was less than one-half of normal, and supplies were far above normal, the prices of meat and the prices of live stock were low during 1933.

"The meat packing industry as a whole made a profit in 1933, operating, with the exception of a few plants, on the black side of the ledger for the first time since 1930. Profits were small, but served to offset in part the losses sustained by the industry in the two preceding years.

"If the profits from all sources earned by the industry for 1933 had appeared in the form of lower prices for meat,

the amount would have been only one-fifth of a cent on each pound of meat sold. If, on the other hand, the profits of the industry from all sources had appeared in the form of higher prices for livestock, producers would have received about one-seventh of a cent per pound more for each animal marketed.

Employment Level Maintained.

"The meat packing industry, operating under a form of the President's Re-Employment Agreement, at the present time has more men employed than were working in 1929," Mr. Rath said. "Pay-rolls, according to the Bureau of Labor Statistics, apparently are about ninety per cent of the 1929 level. Because consumption and production of meat has been well maintained during the past five years, the level of employment in the packing industry in this period has never fallen below eighty per cent of the 1926 level—a decline substantially less than the decline for the average of all industries.

"The export trade last year was larger than in the preceding year, but was substantially lower than the five year average. The trade undoubtedly was stimulated by the more favorable ratio of exchange which prevailed during the latter part of the year.

"Since the first of the year, the price of hogs has been substantially higher than it was a year ago," Mr. Rath said, in conclusion. "If the government's plan for reducing hog production and corn acreage is successful, the income to farmers from their hog production should be substantially greater in 1934 than it was in the preceding year. Any improvement in the purchasing power of consumers also will be reflected in

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greater returns to the producers of livestock."

Among others who appeared on the Iowa short course program were John A. Kotal, secretary of the National Association of Retail Meat Dealers, Chicago; A. T. Edinger, associate marketing specialist of the Bureau of Agricultural Economics, Washington, D. C.; Max O. Cullen meat merchandising specialist, and R. C. Pollock, manager of the National Livestock and Meat Board, Chicago.

OPPOSE CATTLE TAX.

Opposition to a processing tax on beef was voiced by the United States Live Stock Association in its annual meeting at Kansas City this week. Present conditions were believed to be unfavorable to such a tax as it would hinder the movement of the present surplus of cattle.

In addition to the resolution opposing the processing tax on cattle others favored a higher tax on imports of products which compete with those of the live stock and meat industry. They also urged modification of the packers' consent decree, opposed direct marketing of live stock, asked revision of freight rates and endorsed the work of the National Live Stock and Meat Board.

Membership in the association was reported as totaling approximately 15,000 scattered over 25 states. In view of this, it was believed that the association is warranted in employing a full-time executive secretary, opening a permanent office and establishing an official monthly association publication.

D. M. Hildebrand of Seward, Nebr., president of the Nebraska Live Stock Breeders and Feeders Association and a director of the National Live Stock and Meat Board, was elected president for the coming year with the following directors, the first four of whom were re-elected: A. H. Baker, St. Joseph, Mo.; Rudolph Kaliff, York, Nebr.; M. B. Bruce, Wichita, Kans.; Jewell Mayes, Jefferson City, Mo.; T. W. Finnegan, St. Louis, Mo.; D. R. Brown, Sioux City, Iowa; M. O. Bement, Buffalo, N. Y.; J. M. Richardson, Detroit, Mich.; and Mr. Hildebrand.

PROCESS TAX PAID TO JAN. 31.

Processing taxes on hogs and floor stock taxes, paid by packers up to and including January 31, totaled \$12,872,564.36, according to the Bureau of Internal Revenue. Of this amount, \$9,723,016.15 was paid in January. The floor stock taxes paid by retailers in January amounted to \$80,438.26 and from November 5 to the end of January \$96,920.19.

The processing tax on wheat, which became effective July 9, 1933, totaled at the end of January \$61,998,438.69. Cotton taxes, effective August 1, 1933, \$94,655,601.02. Tax on field corn, effective November 5, 1933, totaled for the period \$1,767,507.

Practical Points for the Trade

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Curing S. P. Meats

The curing of pork cuts in sweet pickle is still an inexact science.

Practice varies. There is variation in the strength of the pickle used, and in the proportion of materials going into the preparation of the pickle. What works to advantage in one plant does not always work in another.

In addition to salt and sugar there is used in the preparation of curing pickle either nitrate of soda, nitrate of potash or nitrite of soda. Both nitrate of soda and nitrate of potash (salt-peter) have been in use in the industry for a long time but nitrite of soda for only a comparatively short time. Formal approval of the use of this material in federal inspected plants was given by the U. S. Bureau of Animal Industry only a few years ago.

Sodium Nitrite Demands Careful Use.

Sodium nitrite should be introduced into a plant only on a careful, small-scale, experimental basis and under capable guidance. It is a much stronger chemical than nitrate and accordingly must be used with greater precision. Also it must be carefully marked as it closely resembles nitrate and can readily be confused with it.

To illustrate the small quantity of sodium nitrite that may be used in place of nitrate, pumping pickles in general contain about $1\frac{1}{2}$ lbs. of sodium nitrite to the 100 gals. and cover pickle about 1 lb. to 100 gallons, as against 8 lbs. of sodium nitrate in pump pickle and 4 lbs. in cover pickle.

The absolute limit which the government has made in the amount of sodium nitrite that may be used is 2 lbs. per 100 gals. of pickle.

Curing Formulas and Standards.

The making of curing formulas and their use is no longer held so secret as in the earlier days of the meat packing industry. The tendency in the industry now is toward the exchange of ideas and experiences in curing practice. As stated previously, there is great variation in the strength of cures, and curing practice, but the directions given here have been found to follow fairly representative practice.

While curing methods vary, certain standards are recognized by all packers. These standards, in the main, are:

1. Chilling,
2. Sanitation,
3. Speed in handling green meats,

4. Uniformity of quality and quantity of curing mixtures used.

Unsanitary conditions breed bacteria, which will start decomposition in meat and curing mixtures. Coolers, benches, trucks, tools and curing containers must be kept clean, or trouble in curing must be expected.

Hog coolers must be kept clean and free from moisture.

The filling temperature of the hog cooler should be low. Even if it is as low as 20 degs. F. there is no danger of freezing because the hot hogs raise this temperature very rapidly. The important thing is to see that the temperature is not too high when the hogs are run in.

Objects in Chilling Meats.

In chilling two objectives are to be reached. First, the centers of the hams are to be chilled to 35 degs. without freezing any part of the hog, and this should be accomplished in the shortest space of time. Second, the product must be firm. This is to prevent unnecessary waste in trimming and cutting.

In 36 hours after killing hogs should be properly chilled and ready for cutting. Some packers have reduced their chilling time to 18 to 20 hours.

Even if cut after 36 hours, the ham temperature should be down as low as 38 degs. at the end of 24 hours.

Temperature of the cooler and hogs must be taken at intervals prescribed by hog cooler temperature cards. Too much care cannot be taken to prevent

freezing of any part of hog. If product is frozen in chilling, it will not take the cure until the frost leaves the meat, and as this takes time the frozen part will not be sufficiently cured to stand smoking at the prescribed cured age.

As soon as the animal is killed, the product begins to deteriorate. Chilling retards the process, while proper curing, at not over 38 degrees temperature, stops the process. Therefore, the shortest possible time should elapse between killing and the time product is placed in cure. After the product is properly cured, only abuse of it will overcome the keeping qualities acquired through the curing agents.

Nature of Curing Materials.

Salt, sugar or sugary syrup, and salt-petre or sodium nitrite are the ingredients commonly used in curing mixtures. Vacuum pan salt, which is usually cheapest, is used for dry-salt curing, and when reduced to brine is used for all other curing. Salt is a curative agent and is used as such. White granulated sugar or specially prepared curing sugar is used in curing choice brands of bacon, while plantation-clarified Louisiana seconds, centrifugals, raws and sugar syrup are often used in sweet pickle cures.

Saltpetre is a commercial term applied to two similar, yet distinct chemical combinations—India saltpetre or potassium nitrate and Chile saltpetre or sodium nitrate. Saltpetre protects the meat against spoilage. Its main function, however, is the development of color.

As Chile saltpetre (known to the trade as double-refined nitrate of soda) is 16 per cent stronger than India saltpetre, a smaller amount should be used to produce the same result. Eighty-four lbs. of double refined nitrate of soda will do as much curing as 100 lbs. of saltpetre.

The combination of the curing materials differs in each kind of cure. The proportions of ingredients used in each curing mixture and the amount of curing mixture used per hundredweight of meat must be constant to produce uniformly-cured product.

For instance, in curing hams a given amount of curing mixture is used per hundred pounds of meat, but the smaller hams are taken from cure earlier than the larger ones, so that the percentage of salt, saltpetre and sugar absorbed by the large and small hams is the same. As a rule, the trade demands mild-cured meats, but they must be uniformly mild-cured meats.

Further information on the preparation of pickles for curing meats, curing formulas, pumping and overhauling will be given in an early issue.

Pigs' Feet Souse

Pigs' feet souse is a popular food. Do you make it?

If you do, have you found its sale as good as it should be under a good formula?

A successful formula and detailed instructions for mixing, cooking and pickling pigs' feet to make a high-grade souse may be obtained by filling out and sending in the following coupon:

The National Provisioner.
Old Colony Bldg., Chicago, Ill.
Please send me reprint on "Pigs' Feet Souse." I am a subscriber to The National Provisioner.

Name.....
Street.....
City.....

(Enclosed find 5-cent stamp.)

Glaze for Meats

A glaze is being used on various kinds of meats by some packers who like it for its protective covering. One packer writes regarding this as follows:

Editor The National Provisioner:

Will you kindly send us a formula and instructions for use of a gelatine dip?

We notice many packers use a dip of this nature and would appreciate any information relative thereto.

The inquirer does not state for what kind of meat he wishes to use this dip. There is a dip or glaze that is used on smoked meats when it is desirable to keep these for some time, avoid mould and reduce shrinkage. Then there is a dip for meat loaves and sausage and one for baked hams and picnics.

The relatine dip for smoked meats is made as follows:

25 parts edible gelatine
35 parts glucose
40 parts water.

Place the gelatine and glucose in a double boiler and mix, having the temperature of the water in the jacket a little higher than luke warm. Then add the water to the gelatine and glucose, mix well and raise the temperature gradually to not less than 130 degs. F. and not over 150 degs. F. Cook for 1½ to 2 hours.

Wipe each piece of smoked meat carefully to remove surplus grease, salt, etc., then dip into the glaze momentarily. If necessary, the pieces may be dipped a second time. Then let them hang over the kettle so that any drip may be recovered. This will give a transparent, resilient and amply tough covering to resist damage in reasonable handling. The meats may then be wrapped and shipped in the usual way.

Meat Loaf Glaze.

For sausage and meat loaves, the glaze may be made as follows:

2½ lbs. gelatine
2 lbs. sugar.

Dissolve this in 14 lbs. of boiling water and allow to partly cool before using. The product to be dipped should be very cold, while the glaze is held at a temperature of 130 to 140 degs. F. Then replace the dipped sausages or loaves on the truck and return to the chill room.

If desired, this glaze may be colored by placing some paprika in a piece of muslin cloth for a few minutes in the boiling water before the gelatine and sugar are added.

Glaze for baked hams and baked picnics will appear in an early issue of THE NATIONAL PROVISIONER together with instructions for the baking of these products.

THE NATIONAL PROVISIONER Steam and Power SAVING SERVICE

Meat packers—so efficient in meat processing and manufacture—have not kept their power departments in step with modern developments.

There is much inefficient steam and power generating equipment in use. Practices in many instances are behind the times. Advantage has not been taken of modern, cost-cutting equipment and waste elimination methods and appliances. The result is much waste and loss, with steam and power costs higher than they need be.

THE NATIONAL PROVISIONER STEAM AND POWER SAVING SERVICE is a new service to readers of **THE NATIONAL PROVISIONER**. Its purpose is:

To collect and disseminate information on meat plant steam and power practices.

To indicate bad conditions and costly methods.

To aid packers to compare their steam and power costs with those in other plants, to solve their steam and power problems, to improve boiler and engine room results, to cut steam and power costs and to reduce steam and power waste.

This is in no sense a consulting engineering service. There is a place for the consulting engineer that no other can fill.

But there is also a need for a service to bridge the gap between the plant on the one hand and the consulting engineer on the other—the practical experience of the operating force and the technical skill and knowledge of the trained expert.

It is this gap that **THE NATIONAL PROVISIONER STEAM AND POWER SAVING SERVICE** will attempt to fill.

Obviously no attempt will be made to design plants, to criticize designs, or to compare the merits and advantages of one piece of equipment with another. Particular conditions vary too widely to attempt these services.

But packer subscribers with everyday operating problems are invited to consult **THE NATIONAL PROVISIONER STEAM AND POWER SAVING SERVICE**. Every effort will be made to help them.

DEFINITIONS OF HEAT.

A young employe in the power department of a meat packing plant is confused in the definitions of terms used to specify heat. He writes:

Editor The National Provisioner:

I am employed in boiler room of a meat plant and am studying boilers and boiler operation. One thing not clear is the difference between sensible, latent and specific heat. Can you help me?

To understand what takes place in a boiler and how heat is stored in steam it is necessary to know first what a heat unit is.

Heat is measured in terms of British thermal units. (B.t.u.) A B.t.u. is that quantity of heat required to raise the temperature of 1 lb. of water 1 deg. Fahr.

Sensible heat is that heat which causes a change in temperature and which is indicated or recorded on a thermometer.

Latent heat is that heat which causes a change in state of a substance but which cannot be measured with a thermometer.

If 1 lb. of water at 100 degs. Fahr. is reduced in temperature to

32 degs. Fahr., 68 B.t.u. are removed. (100—32=68) This is sensible heat. If the water at 32 degs. Fahr. is frozen, an additional 144 B.t.u. are removed, although the temperature of the ice will be 32 degs. Fahr. These 144 B.t.u. are latent heat.

In the same manner heat must be added to water at 212 degs. Fahr. to change it to steam at atmospheric pressure, which also has a temperature of 212 degs. Fahr. Water at 212 degs. Fahr. contains approximately 180 B.t.u. Steam at 212 degs. Fahr. (atmospheric pressure) contains approximately 1,152 B.t.u. To accomplish the change from water at 212 degs. to steam at 212 degs., therefore, approximately 972 B.t.u. are added. Conversely, when steam at 212 degs. is condensed to water at 212 degs. approximately 972 B.t.u. are released.

Specific heat is the term used to express the ratio between the quantity of heat required to change the temperature of 1 lb. of any substance 1 deg. Fahr. and that required to change 1 lb. of water 1 deg., which is 1 B.t.u.

FIGURING RADIATING SURFACE.

A packer who is planning to use his plant workers to install a heating systems in buildings to be erected asks for a formula for figuring radiating surface. He says:

Editor The National Provisioner:

We are planning to erect some new buildings next summer. These will be heated with exhaust steam, the piping to be done by day labor under the supervision of our engineer. Can you furnish us with a simple formula for calculating radiation?

Mill's rule for direct radiation is simple and perfectly safe. It is as follows:

$$R = 0.50 G + 0.05 W + 0.005 C$$

in which R is the number of square feet of radiating surface, G the square feet of glass surface, W the square feet of wall surface (exclusive of windows) and C the contents of a room in cubic feet. This formula is recommended where rooms are to be heated to a temperature of 70 degs. Fahr. with an outside temperature of minus 10 to minus 15 degs. Fahr.

25 Cents on

The Dollar

Not more than 50% of the heat value bought by the packer actually reaches its place of use.

After it gets there, at least half of what is left is wasted.

So he gets only \$25 value out of every \$100 worth of coal he buys.

Should he be interested in heat and fuel saving?

WE ANTICIPATE EMERGENCIES!

AN EXAMPLE OF OUR ABILITY TO CO-OPERATE



Complete details and specifications were given this party giving him a fully insulated body.

What good is experience unless put to some useful purpose? We operate many refrigerated trucks and cars of our own daily. The experience obtained through the thousands of actual miles these refrigerated cars and trucks travel means more to us than all the other testing laboratories combined. Naturally, when it comes to building an insulation for the rough work this field demands, we are prepared and anticipate every emergency. If the experience of many years means anything to you, let us work with you when buying your next refrigerated equipment.



A DIVISION OF WILSON & CO.
CHICAGO, ILL.

Refrigeration and Frozen Foods

TRUCK REFRIGERATION COST.

(Continued from page 18.)
tically eliminated, and the cost of refrigeration has been reduced from 25 to 35c per truck per day, compared to a former refrigeration cost of from \$1.00 to \$3.00 per truck per day.

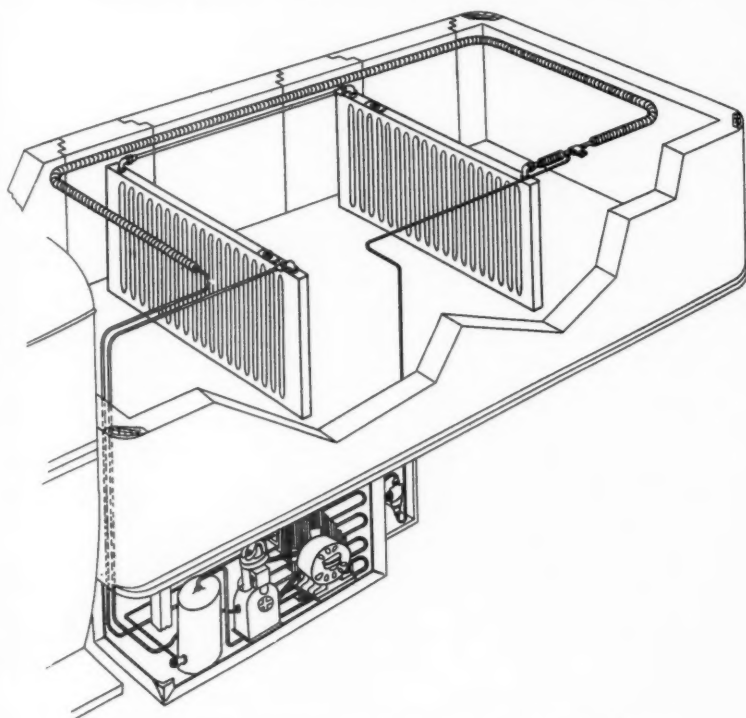
Bodies of his trucks are insulated with aluminum foil.

In the first operating test made with the new units the interior temperature of one of the bodies was reduced from 85 degs. Fahr. to 32 degs. Fahr. in three hours. From this latter point the temperature dropped gradually to

Each cooling unit consists of a copper bearing steel container in which an evaporating coil is submerged in a true eutectic solution which freezes at a predetermined temperature to a flint-like hardness while the truck is in the garage (usually at night when cheaper electrical rates are available).

Stored Refrigeration Used During Day.

The refrigeration thus stored is sufficient to maintain the desired temperature within the truck body for from 15 to 24 hours, or the period determined as being the length of time the truck will require to cover its route.



REFRIGERATION STORED AT NIGHT IS USED DURING DAY.

The system consists of a motor driven compressor and cooling units installed within the truck body. The latter are steel containers in which evaporation coils are submerged in an eutectic solution. This is frozen by the compressor during the night, storing up refrigeration to be released while the truck is on its route. The compressor is not operated while the truck is in service.

30 degs., at which point it was held for 15 hours before a rise was recorded.

The Kold-Hold system of refrigeration, manufactured by the Kold-Hold Mfg. Co., Lansing, Mich., is used. This consists of a small motor-operated compressor mounted in a separate compartment below the truck body, and cooling units within the body. These units are employed as the low side of the system in conjunction with a condensing unit usually installed in a separate compartment or beneath the truck body.

The motor and compressor are not operated while the truck is in service. The cooling units act as a storage battery, the refrigeration generated during the night being sufficient to maintain required temperatures during the day.

A sketch of the system installed in a truck is shown in the accompanying illustration. In this case the body is a large one, requiring two units. The units may be placed in the body as shown, along the side walls or suspended from the roof.

REFRIGERATION NOTES.

The building a municipal abattoir and refrigerating plant is being considered by the city Council of Charlotte, N. C.

The erection of a cold storage warehouse with P. W. A. funds is being planned by the Chamber of Commerce, Thermopolis, Wyo., Charles Bangert, manager.

Memphis, Tenn., is holding a referendum on the expending of \$75,000 for a municipal slaughterhouse.

Arkay Syndicate, Inc., H. Kaufman, 1860 Broadway, New York City, plans erecting a storage, manufacturing and loft building, including refrigeration, at Lafayette and Duane sts.

R. I. Parlet, Pomeroy, Wash., plans erecting a cold storage plant.

The refrigerating plant of Smith, Wright Co., North Williston, Vt., was destroyed by fire on January 12 with a loss of \$15,000.

An explosion of undetermined origin recently damaged the plant of the Michigan Ice & Storage Co., Ann Arbor, Michigan.

AIR CONDITIONING SURVEY.

A survey completed recently by the air conditioning department of the Commonwealth Edison Co. shows a total refrigerating capacity of 18,860 tons installed for air conditioning purposes in Chicago. In addition some 500 tons of refrigeration were installed for air conditioning at A Century of Progress exposition. Total number of installations made during 1933 was 156, including 26 at the Fair.

Types of installations classified in the listing include banks, brokers' offices and exchanges, beauty shops, churches, civic buildings (Planetarium and Art Institute), clubs, dance halls, dentists' offices, drug companies, hospitals, hotels, industrial applications (candy, bakeries, printing, miscellaneous), general offices and office buildings, meat packing plants, ticket offices, private offices, restaurants, stores (candy, clothing and shoe, food, miscellaneous), studios, trade-association offices, undertakers, theaters and residences.

The survey shows that 48 Chicago theaters have refrigeration for complete air conditioning; the total tonnage is 7,742, total number h.p., 13,671. Total seating capacity of the 48 theaters is 114,421, and the average seats per ton is about 15. Twenty-two theaters with washed-air systems have a total seating capacity of 17,285, a total summer h.p. of 345.

One bank building has 120 tons of refrigeration, and fan, pump and refrigeration h.p. amounts to 200; a second bank has 300 tons and 476 h.p.; a third bank, 55 tons and 100 h.p. and a fourth bank 250 tons and 403 h.p. Three private offices and a directors' room in the fifth bank building listed require 16 tons and twenty-seven h.p.

Six dance halls are listed, two with

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Our refrigerator bodies are not an experiment but a tried and dependable product, the result of specializing in this field. The Modern and Sanitary method of delivery. Write us for our latest bulletin No. 104.

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refrigeration. These have 225 tons and 300 h.p., and 100 tons and 150 h.p. The four dance halls with washed air systems require 10, 5, 5 and 3 h.p. for fans and pumps.

The 19 hotel installation (some hotels with two or three different installations) require a total of 1,700 tons of refrigeration, and 3,959 h.p. for fans, pumps and compressors. Two of these installations, it was stated in the report of the survey, have no refrigeration.

The 26 candy plant jobs included in the listing have a total of 1,796 tons of refrigeration and fan, pump and refrigeration h.p. totaling 3,174; the 18 bakery jobs (3 of which have no refrigeration) show a total of 173 tons of refrigeration and 299 h.p.

The printing plant installations total 15 (9 with no refrigeration) and have a total refrigeration tonnage of 770 and a fan, pump and compressor h.p. of 1,627.

MOTOR TRUCK FUEL CONTROL.

(Continued from page 18.)

cates the pressure on a gauge. Weak or defective springs are recommended to be replaced.

Motor is then carefully timed. Timing on the vast majority of trucks encountered is defective. In this procedure, timing is adjusted from exact piston positions. Circuit breaker and distributor mechanism are carefully examined, and worn or defective parts replaced. At this point spark plugs are replaced in the motor, and it is warmed up to normal running temperature.

Correct Timing For All Speeds.

The next step is to verify the engine's timing at various speeds. Here again it is found that exact timing adjustments made while the motor was stationary very frequently do not hold true under high speed conditions. This condition, in some cases, is caused because of lag through wear of parts or because of failure of spark governor or automatic advance to function, or to function evenly as speeds were increased.

Speed timing is checked with a specially developed Neon timing lamp, connected in series with the secondary ignition system. The cylinder used in timing is checked again with the lamp, which provides a stroboscopic or slow-motion effect, so that marks placed on the flywheel and case, or the fan pulley and radiator, can be studied at high speeds. If timing is found faulty, correction by adjustment or replacement is made.

Coil is tested by means of a variable spark gap connected between coil and distributor. If the current is found ample and jumps gap, coil is assumed to be sound. Condenser is checked for its ability to hold charges. This is done with a device which indicates grounds, shorts or defective insulation. Supplementing these investigations secondary wiring is checked with a Neon pencil. This, when traced along the wire, will flash brilliantly when a broken or defective wire is encountered. Such wiring is replaced.

Overhauling Costs Reduced.

At this point, when all faults in the ignition system have been corrected, a

second test of combustion efficiency is made. If it is found that efficiency is low the carburetor is adjusted. It is interesting to note in this connection that a great majority of carburetors need little manipulation, especially since, under ordinary methods, the carburetor is usually subjected to adjustment before the other factors incidental to combustion have been touched.

In adjusting carburetor, the operator generally is aided by constant references to his analyzer dial. If the needle moves away from the desired efficiency he knows he is making the wrong adjustments. If it indicates higher efficiency, he is on the right track. After the motor has been brought to its proper efficiency, the driver of the vehicle is asked to give it a brief road test to make sure of its starting, power, pick-up and performance. Instances where readjustment is necessary are remarkably rare.

It is interesting to note that within the last year and a half over 4,000 fleets have taken advantage of this power prover service. Thousands of vehicles in these fleets have been tested. Minor adjustments, inaccurately made, were causing losses of from 10 to 30 per cent of the gasoline used in these vehicles. Only a handful of the trucks were getting maximum power and mileage.

As the power prover is also an accurate guide to the need for overhaul, the mileage interval between maintenance operations has been greatly lengthened. This results in greatly lowered maintenance costs, in addition to the decreased operating costs through the savings of gasoline and oil.

Cut Shrinkage and Spoilage with DeFROSTaire's Balanced Temperature



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details of
FREE-TRIAL OFFER

The fresh circulating air of a DeFROSTaire balances the temperature throughout the entire cooler. No freezing near coils or spray. Greatly reduced shrinkage and discoloration across the room. Ceiling and walls kept dry—mold banished. Easy to install—does not take up valuable floor space or head room. Requires no change in present system.

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RECONDITIONING FOR GOVT. INSPECTION

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STORAGE MEN MEET.

American Warehousemen's Association and Association of Refrigerated Warehouses held a joint meeting in St. Louis last week. W. J. Rushton, of the Birmingham Ice & Cold Storage Co., was re-elected president of the Association of Refrigerated Warehouses and general vice president of the American Warehousemen's Association. E. G. Erickson of the Central Cold Storage Co., Chicago, was re-elected vice president and Harry S. Hall, Grand Trunk Railway Terminal & Cold Storage Co., Detroit, was named treasurer of the Association of Refrigerated Warehouses. W. M. O'Keefe, Chicago, will continue as executive secretary of the organization. For the American Warehousemen's Association, Sidney A. Smith, Lee Terminal Warehouse Corporation, Tampa, Fla., was chosen general president and D. H. Van Name, F. C. Linde Co., New York, was re-elected general treasurer. Wilson V. Little, Chicago, will continue as general secretary.

CATTLE POPULATION LARGER.

World production of cattle, on the increase for several years, reached a new peak in 1933, according to the Bureau of Agricultural Economics. Increased numbers of cattle last year compared with 1932 are noted for the United States, New Zealand, Canada, United Kingdom, France, and other western European countries. Although there were fewer cattle in Germany, Poland, and the Balkan countries, compared

with 1932, the number in Germany was considerably above the 1926-1930 average.

Despite increased world production of cattle, deficit countries, in the interests of their own producers, have tended to increase restrictions on imports of cattle and beef. Prices in these protected markets are tending to go higher than a year ago, but prices in leading export countries show little if any improvement from unusually low levels.

A larger beef output in the United States is being sold at prices higher than in early 1933, and foreign cattle and fresh and frozen beef are being imported in smaller quantities than a year ago. On the other hand, receipts of South American canned beef have increased in recent months as a result of the efforts of Argentina, Uruguay and Brazil to find new markets for the supplies of frozen and chilled beef now being excluded from European markets.

Movement of South American beef to Great Britain this year will be more limited than in 1933 in view of the extension by Great Britain of those phases of the Ottawa agreement pertaining to beef, the bureau says. British Empire exporting countries will continue to enjoy an advantage over South American competitors in the British market, but British domestic interests have secured limitations on cattle movements from Canada and the Irish Free State. Beef shipments from Australia also are subject to some limitations.

Ninety-four per cent of the world's net export of beef comes from countries which support a little less than one-fourth of the world's cattle. On the

other hand, 87 per cent of the net import are consumed by the United Kingdom, Germany, and France, which support only 6 per cent of the world's cattle. Twenty countries, which support between one-fourth and one-fifth of the world's cattle, had 157,000,000 head in 1933, or 2 per cent more than in 1932.

INSPECTION OFFENDER JAILED.

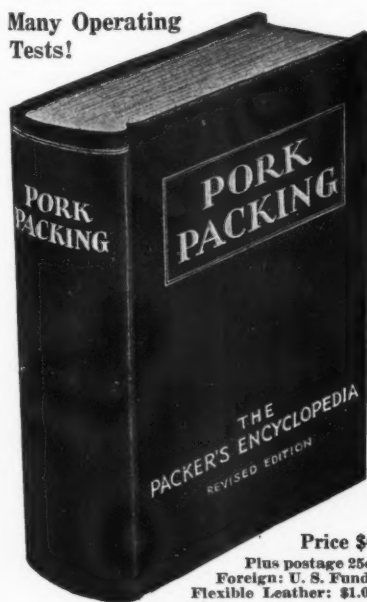
Sentence of three months' imprisonment and a fine of \$1,000 has been imposed on Benjamin Polakoff, of Philadelphia, Pa., found guilty of transporting uninspected meat in interstate commerce. Federal Judge George A. Welsh added the warning that if there were similar cases brought before him in future the punishment was likely to be even more severe.

Attention of federal inspectors was directed to the fact that uninspected meat was being trucked from Philadelphia to New Jersey. An inspector was stationed at the New Jersey end of the bridge connecting Philadelphia and Camden and discovered the uninspected meat.

The U. S. Bureau of Animal Industry is seeing to it that the federal meat inspection law is providing the protection it was designed to give, said Dr. John R. Mohler, chief of the bureau, in commenting on the termination of this case. Efforts to evade the law which governs interstate commerce in meats have not been frequent in recent years. Reputable packers abide by the law and support it, he said.

SOLVES PORK PACKING PLANT PROBLEMS!

Many Operating Tests!



CHAPTERS

- I—Hog Buying
- II—Hog Killing
- III—Handling Fancy Meats
- IV—Chilling and Refrigeration
- V—Pork Cutting
- VI—Pork Trimming
- VII—Hog Cutting Tests
- VIII—Making and Converting Pork Cuts
- IX—Lard Manufacture
- X—Provision Trading Rules
- XI—Curing Pork Meats
- XII—Soaking and Smoking Meats
- XIII—Packing Fancy Meats
- XIV—Sausage and Cooked Meats
- XV—Rendering Inedible Products
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Flexible Leather: \$1.00
extra.

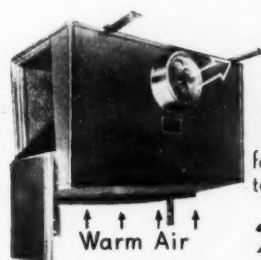
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2. Expels cold air to TOP of body to keep body temperature uniform.
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4. Motor driven fan; off car battery.

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INSULATED COMMERCIAL REFRIGERATED

BODIES
New York, N. Y. North Bergen, N. J.

THE NEW STEEL BARREL

With Approved Full Removable-Head

THE IDEAL CONTAINER FOR LARD, SHORTENINGS
AND HYDROGENATED OILS



No. 5518—55 gallon size
No. 3019—30 gallon size

Here is the ideal shipping and storage barrel — for both packer and consumer — for the marketing of lard, shortening, and hydrogenated oils.

- Accepted and used by leading packers.
- Made with two practical types of sealing rings — a vertical action ring and a horizontal action ring — both are perfect sealing and leak-proof.
- It *eliminates all losses* of product through soakage or shrinkage.
- The sanitary lining, the perfect sealing closure, and the indestructible cover keep your product clean and safe both in shipment and in use.
- Exceptionally easy to open — therefore, easy to remove contents and to clean for re-use.
- No *Slivers* or *Splinters* in your products when this barrel is used.
- Its practicability adds an important "sales appeal" that will cause users to prefer the product that is supplied in this barrel.
- It soon pays for itself because it can be used over and over again for shipping and for storage — or it has a high second-hand value for your customers.

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Provision and Lard Markets

WEEKLY REVIEW

Trade Fairly Active—Market Irregular—Hog Run Larger—Hogs Barely Steady—Cash Trade Satisfactory—Stocks Large—Grain Weakness a Factor.

Market for hog products the past week, after showing strength for a time, with the late lard months reaching the season's best levels, suffered a moderate setback. This was the result of an increase in the run of hogs to market, scattered realizing and hedge selling, and weakness in grain markets. Commission house trade was mixed on the break, and only scattered support made its appearance. This served to halt the downturns, but with routine conditions rather divided, sentiment appeared somewhat more mixed.

Hog market, on the whole, was barely steady, although cash trade in products was rather satisfactory. Cold weather aided consumption in some sections of the country, while heavy snowfall in other parts served to slow up deliveries. On the other hand, the mid-month stock statement was bearish, and, as far as lard was concerned, attracted quite a little attention. Chicago lard stocks now total some 115,280,000 lbs., against only 17,517,000 lbs. at this time last year.

Top hogs at Chicago eased from 4.85c recently to 4.55c, recovering to around 4.60c later. Average price of hogs at Chicago at the outset of the week was 4.45c, against 4.40c the previous week, 3.45c a year ago, 4.05c two years ago, and 7c three years ago.

Hog Receipts Heavier.

Average weight of hogs received at Chicago last week was 223 lbs., against 218 lbs. the previous week, 234 lbs. a year ago, and 236 lbs. two years ago.

Western receipts of hogs the past week totaled 439,800 head, against 344,500 head the previous week and 462,000 head the same week last year.

Fluctuations in exchange attracted some attention, but had only minor influence on the futures market. Export trade appeared to be fair in volume judged by the clearances from day to day.

A good part of the lard buying the past week was credited to eastern speculative account, the market appearing to have paid some attention to firmness in cottonseed oil futures. Wall Street was a buyer of the latter product.

Government Buying a Factor.

Washington announced that contracts to purchase and process 304,700 hogs into Wiltshire sides for distribution to unemployed had been awarded to 30 packing companies by the Federal Surplus Relief Corp. The packing companies were to purchase 10,235 hogs daily.

At the same time, bids are to be opened in Washington on February 23 by the Federal Surplus Relief Corp. on purchases of lard and commercial cuts

of pork. These products will be distributed to needy unemployed.

The government continues a factor in the hogs and hog products markets, but despite government buying these markets displayed difficulty in maintaining the recent gains or scoring further advances. This situation, however, was regarded as only temporary, as supplies being distributed by the government are generally believed to be going into consuming channels that otherwise would not be in the market at this time. It is argued that consumption is being maintained at a good pace, and that if there is any let-up in hog marketings a rapid decrease in the stocks on hand should follow.

PORK—Demand was fairly good and the market was firm at New York. Mess was quoted at \$21.50 per barrel; family, \$23.50 per barrel; fat backs, \$16.00 and \$19.50 per barrel.

LARD—Market was irregular with futures. Cash trade was routine and satisfactory. At New York, prime western was quoted at 6.70@6.70c; middle western, 6.50@6.60c; New York City tierces, 5½c; tubs, 6½c; refined Continent, 5½c; South America, 5½c; Brazil kegs, 5½c; compound, car lots, 7½c; smaller lots, 7½c.

At Chicago, regular lard in round

lots was quoted at 25c under new May; loose lard, 60c under new May; leaf lard, 40c under new May.

BEEF—Market at New York was steady and demand fair. Mess was nominal; packet, nominal; family, \$10.00@11.50 per barrel; extra India mess, nominal.

See page 38 for later markets.

MEAT DEMAND AIDS HOG PRICE.

Stronger consumer demand for meats and relatively large buying of hogs for the account of the Federal Surplus Relief Corporation contributed greatly to the higher domestic prices of hogs in January and early February, says the U. S. Bureau of Agricultural Economics in its current report on world hog and pork prospects. Prices gained strength despite relatively large slaughter supplies of hogs and other livestock in January.

Prices of hogs in Germany declined during January, but higher prices were paid on Canadian markets, the Bureau reports. In the United Kingdom, prices of bacon and hams advanced because of restricted imported supplies, but British lard prices weakened. Prices

Little Change in Cut-Out Values

Some decline in live hog prices and weakness in the price of some fresh pork meats resulted in somewhat less satisfactory cut-out values of hogs this week. Prices of fresh pork loins showed considerable weakness, a few cuts showed some strength during the period, and cured meats and lard showed little price change.

There was a distinct increase in demand for medium and heavier weight butchers this week with 289-lb. kinds reaching the practical top of the market at Chicago. In general, however, the market was 10c a hundred lower than a week ago while fresh pork loin prices showed a drop of 2½c per pound for the period.

Quality of receipts this week was good and showed considerable improvement over that of a week ago. Re-

ceipts, however, were somewhat in excess of demand and recorded a large increase over those of one and two weeks ago. At the seven principal markets receipts for the first four days of the week totaled 346,000 head against 290,000 last week and 275,000 in the like period a year ago.

Top for the week at \$4.70 was made on Tuesday with the low top of \$4.60 on each of the last two days of the period. The high average was \$4.55 and the low \$4.40.

The following test is worked out on the basis of live hog costs and green product prices at Chicago during the four-day period of the week, as shown in THE NATIONAL PROVISIONER DAILY MARKET SERVICE, average costs and credits being used and the processing tax of \$1.50 per hundred, live weight, being included.

	160 to 180 lbs.	180 to 220 lbs.	220 to 250 lbs.	250 to 300 lbs.
Regular hams	\$1.52	\$1.51	\$1.47	\$1.45
Picnics	.43	.41	.39	.37
Boston butts	.47	.47	.47	.47
Pork loins	1.28	1.16	1.04	.92
Bellies, light	1.20	1.15	.73	.23
Bellies, heavy	...	...	.29	.70
Fat backs	...	...	.17	.28
Raw leaf	.09	...	.11	.12
Plates and jowls	.13	.13	.13	.13
P. S. lard, rend. wt.	.78	.87	.78	.72
Spare ribs	.11	.11	.11	.11
Regular trimmings	.20	.20	.18	.18
Feet, tail, neckbones	.04	.04	.04	.04
Total cutting value (per 100 lbs. live wt.)...	\$6.23	\$6.14	\$5.91	\$5.72
Total cutting yield	68.50%	68.50%	71.00%	72.00%
Crediting edible and inedible offal to the above totals and deducting from these the cost of well finished live hogs of the weights shown plus all expenses, including the processing tax of \$1.50 per hundred live weight, the following results are secured:				
Loss per cwt.	\$.12	\$.26	\$.43	\$.54
Loss per hog	.20	.52	.99	1.48

of cured pork and lard in the United States were steady to higher in January.

Bacon imports into the United Kingdom during the last three months of 1933 were 28 per cent less than in the same period in 1932, but even with this reduction several important countries shipped larger quantities to Great Britain than were allocated to them under quota agreements. The total quota for British imports of bacon and hams which will prevail after March 1 has not yet been determined.

United States exports of pork and lard were larger last December than in December a year ago, and for the entire year 1933, lard exports were the largest since 1930; shipments of lard to the United Kingdom during the year were the second largest on record. Exports of lard to Germany were smaller in 1933 than in 1932. United States exports of pork were somewhat larger in 1933 than in 1932, but they were relatively small as compared with most other post-war years.

Largely as a result of the unfavorable relationship between hog prices and corn prices and the short supplies of corn available for feeding, the average weight of hogs slaughtered has declined considerably during the last three months.

LARD AND SAUSAGE FOR NEEDY.

(Continued from page 24.)

conditions, and under the supervision of the B. A. I. It is to be made of fresh lean beef trimmings or boneless chucks 60 per cent, and regular pork trimmings 40 per cent. The product must be free from sinews. Soft, flabby fat is to be removed before stuffing.

The pork ingredient is to be treated in accordance with regulations of the B. A. I. for pork to be eaten without cooking. The product is to be properly dried, spiced, seasoned and stuffed into beef middles. It is to be well smoked and dried to produce a finished weight of not to exceed 65 per cent of the green weight. No cereal, vegetable starch or vegetable flour is to be used.

The product must be dry and in prime condition when delivered. It must be stuffed in beef middles to produce individual pieces of sausage weighing approximately 2 lbs. each, after smoking and drying.

The finished sausages are to be packed into tight boxes, to contain 50 lbs. net weight. Boxes should be built from soft wood lumber having a thickness of $\frac{3}{4}$ -in. for ends, sides, tops and bottoms, or of a hard wood lumber having a thickness of $\frac{3}{4}$ -in. for ends and $\frac{1}{4}$ -in. sides, tops and bottoms.

Bids on each commodity are to be made in two ways, first on the basis of delivered, all transportation charges paid, on dock San Juan, Puerto Rico. The other on the basis of delivery, f.o.b. cars at point of origin.

LARD AND BACON EXPORTS.

Lard exports for the week ended February 17 totaled 6,408,458 lbs. compared with 9,254,210 lbs. the previous week. For the packer fiscal year to date lard exports totaled 134,030,571 lbs. against 179,379,405 lbs. in the like period a year ago.

Bacon and hams exported during the week ended February 17 totaled 2,067,500 lbs. against 1,307,050 lbs. a year earlier. For the fiscal year to date exports of these products totaled 38,680,400 lbs. against 23,342,050 lbs. in the 1932-33 period.

Lard exports from the port of New York during the first three market days of the current week totaled 577,910 lbs. and bacon and hams 321,500 lbs.

MEAT IMPORTS AT NEW YORK.

Principal meat imports at New York for the week ended February 17, 1934, were as follows:

Point of origin.	Commodity.	Amount.
Argentina—Canned corned beef.....		1,260 lbs.
Canada—Pork cuts		1,844 lbs.
Canada—Bacon		2,422 lbs.
Canada—Sausage		185 lbs.
France—Pork liverpaste		651 lbs.
Germany—Sausage		5,935 lbs.
Germany—Ham		2,026 lbs.
Holland—Ham		213 lbs.
Irish Free State—Bacon		1,092 lbs.
Poland—Ham		1,820 lbs.
Uruguay—Canned corned beef		17,600 lbs.

GERMAN HOGS AND LARD.

Prices of top hogs in Berlin for the week ended February 8 were quoted at \$14.91, compared with the same price a week earlier and \$7.07 at the same time a year ago. Lard in tins at Hamburg was quoted at \$12.04 compared with \$11.79 last week and \$8.62 last year.

PORK PRODUCTS EXPORTS.

Exports of pork products from principal ports of the United States during the week ended Feb. 17, 1934:

	Feb. 17, 1934.	Feb. 18, 1934.	Feb. 10, 1934.	Feb. 17, 1933.
	M lbs.	M lbs.	M lbs.	M lbs.
HAMS AND SHOULDERS, INCLUDING WILTSHIRES.				
Total	434	386	244	2,045
To Belgium	3	3	3	3
United Kingdom	388	254	161	1,600
Other Europe	20	15	20	82
Cuba	13	107	56	226
Other countries	13	7	7	77
BACON, INCLUDING CUMBERLANDS.				
Total	662	110	326	3,281
To Germany	200	5	113	604
United Kingdom	285	13	23	1,106
Other Europe	84	62	165	570
Cuba	17	18	3	151
Other countries	76	12	22	511
PICKLED PORK.				
Total	166	231	193	825
To United Kingdom	36	1	44	233
Other Europe	9	9	54	54
Canada	50	221	20	206
Other countries	80	221	129	333
LARD.				
Total	5,763	11,401	7,042	53,765
To Germany	397	132	281	4,606
Netherlands	132	78	251	2,906
United Kingdom	4,287	5,714	5,527	38,135
Other Europe	430	1,423	471	5,792
Cuba	12	444	61	554
Other countries	505	1,356	550	3,539

TOTAL EXPORTS BY PORTS.

	Week ended Feb. 17, 1934.	Hams and shoulders, M lbs.	Bacon, M lbs.	Pickled pork, M lbs.	Lard, M lbs.
Total	434	662	166	5,763	5,763
Boston	9	9	32	797	797
Detroit	242	20	120	1,073	1,073
Port Huron	13	17	1	12	12
Key West	7	1	1	267	267
New Orleans	171	517	2	2,691	2,691
New York	171	517	2	2,691	2,691
Philadelphia	1	98	178	178	178
Baltimore	1	98	178	178	178
Mobile	1	98	178	178	178
Norfolk	1	98	178	178	178

DESTINATION OF EXPORTS.

	Exported to:	Hams and shoulders, M lbs.	Bacon, M lbs.
United Kingdom (total)		388	285
Liverpool		151	263
London		119	9
Manchester		8	1
Glasgow		104	17
Other United Kingdom		6	5
Germany (total)		397	305
Hamburg		397	305
Other		92	92

*Corrected to December 31, 1933, to include all ports.

†Exports to Europe only.

LARD AND GREASE EXPORTS.

Exports of lard from New York City, Feb. 1, 1934, to Feb. 21, 1934, totaled 7,150,246 lbs.; tallow, 1,192,000 lbs.; greases, 120,000 lbs.; stearine, 312,000 lbs.

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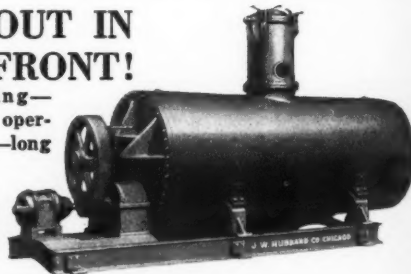
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Tallow and Grease Markets

WEEKLY REVIEW

TALLOW—A very strong situation featured the market in tallow in the East the past week. Extra at New York gradually advanced under a moderate domestic business and indications of some export trade to 3½c, f.o.b. New York, the best level of the current upturn. While it was difficult to uncover the volume of trade that passed from time to time, nevertheless it was quite apparent that the business was larger than the trade was willing to disclose. While exchange rates fluctuated, some foreign business apparently was accomplished and on Wednesday it was strongly intimated that foreign business passed in the better grades for export at 4c f.a.s. The larger and smaller producers in the East are both said to be fairly well sold up on tallow, and as a result, offerings were limited and strongly held.

Consumers were after supplies in a better way, with 3½c f.o.b. freely bid, and producers inclined to hold for as much as 3½c f.o.b. At New York special was quoted at 3¼c, extra 3½c and edible 4¼c nominal.

At Chicago, a good demand for nearby tallow was in evidence with offerings limited on both prompt and later deliveries. As a result of the latter the undertone was firm. Special tallow sold at 3¼c Cincinnati, prompt. At Chicago edible was quoted at 3¼c, fancy 3½c, prime packers 3½c, No. 1 at 3¼c and No. 2 at 2½c.

There was no London tallow auction this week. At Liverpool Argentine beef tallow, February-March, was unchanged at 19s 3d; and Australian good mixed at Liverpool, February-March, off 3d at 18s 6d.

Exports of tallow from New York Feb. 1 to Feb. 21, inclusive, totaled 1,192,000 lbs.

STEARINE—The market was rather quiet but was firm at New York with the last business at 5½c f.a.s., with oleo quoted at 5¼c asked New York. At Chicago the market was moderately active and steadier with oleo quoted at 5¼c. Four tanks yellow grease stearine sold at 3¼c, f.o.b. Chicago.

OLEO OIL—While prices showed little change again the past week there were indications of a fair foreign business having passed at New York where export was quoted at 5¼c, prime 4½c and lower grades 4¼c. At Chicago, the market was fairly active and firmer, with extra quoted at 5½c.

See page 38 for later markets.

LARD OIL—Demand was fair to moderate but the market was steady reflecting firmness in pressing stock. At New York prime was quoted at 9¼c, extra winter 8c, extra 7¼c, extra No. 1 at 7¼c, No. 1 at 7c, No. 2 at 6½c.

NEATSFOOT OIL—Demand was rather quiet but the market held steady with pure New York quoted at 13c, extra 7¼c extra No. 1 at 7½c and cold test at 16½c.

GREASES—A fairly active and tight situation featured the market for greases in New York the past week. Consumers needing supplies were forced to pay up in price, partly the result of a better general demand, and partly due to export interest in greases. Prices rose to the best levels of the current move and were firm at the full advance. The fact that producers both large and small are in a very well sold up condition, accounted for part of the strength in the market. On the other hand the firmness was more or less due to the fact that quantities could have been moved slightly below quoted levels.

The good consumer interest was believed to reflect a satisfactory trade in soapers' finished products and the advance in prices announced by leading soapers on certain grades of soap during the week. At New York yellow and house sold at 3½c f.o.b. top, with house later quoted at 3¼c delivered or 3¼c f.o.b., with yellow held at 3½c delivered, A white quoted 3½c nominal, B white 3¼c, f.o.b., and choice white 4¼c nominal.

At Chicago, the market for greases experienced a good demand and was very firm with offerings limited both prompt and later deliveries. Choice white grease Chicago sold at 3½c c.a.f. prompt. Two cars yellow grease in drums sold at 2½c delivered Chicago. Tank of brown grease sold at 2½c, f.o.b. Chicago, prompt shipment. Choice white grease salable at 3½c.

At Chicago brown sold at 2½c, yellow 2½c, B white 3¼c, A white 3½c, and choice white all hog 3½c.

By-Products Markets

Chicago, Feb. 22, 1934.

Blood.

Prices about steady with last week.

	Unit	Ammonia.
Ground	@ \$3.00
Unground	@ 2.65

Digester Feed Tankage Materials.

Little change in this market compared with last week.

	Unit	Ammonia.
Unground, 10 to 12% ammonia	\$.235 @ 2.50 & 10c
Unground, 8 to 10% ammonia	2.40 @ 2.65 & 10c
Liquid stick	@ 2.25

Dry Rendered Tankage.

Demand continues fair. Offerings light and prices strong.

Hard pressed and exp. unground per unit protein	.....	\$.55 @ .60
Soft prod. pork, ac. grease & quality, ton	.....	@ 30.00
Soft prod. beef, ac. grease & quality, ton	.....	@ 25.00

Packinghouse Feeds.

Demand continues fair and market firm. Raw bone meal offered at \$35.00.

	Per Ton.
Digester tankage meat meal	.....\$ @ 35.00
Meat and bone scraps, 50%	.....37.50 @ 40.00
Steam bone meal, 65%, special feeding per ton	.....@ 27.50
Raw bone meal for feeding	.....@ 35.00

Fertilizer Materials.

Demand continues fair. Prices about steady.

High grd. tankage, ground, 10@12% am.	.....\$ 2.30 @ 2.40
Bone tankage, ungrd., low gd., per ton	.....@ 18.00
Hoof meal	.....@ 2.60

Bone Meals (Fertilizer Grades.)

Little change in market. Prices nominal.

Steam, ground, 3 & 50	.....\$18.00 @ 20.00
Steam, unground, 3 & 50	.....15.00 @ 17.00

Horns, Bones and Hoofs.

Interest appears to be picking up.

Horns, according to grade	.....\$30.00 @ 90.00
Mfg. shin bones	.....55.00 @ 85.00
Cattle hoofs	.....30.00 @ 35.00
Junk bones	.....14.00 @ 15.00

(Note—Foregoing prices are for mixed cartloads of unassorted materials indicated above.)

Gelatine and Glue Stocks.

Market somewhat more active. Prices nominal.

	Per ton.
Kip stock	.....\$10.00 @ 12.00
Calf stock	.....12.00 @ 15.00
Sinews, pizzies	.....@ 22.50
Horn plths	.....16.00 @ 17.00
Cattle jaws, and knuckles	.....20.00 @ 22.50
Hide trimmings (new style)	.....6.00 @ 8.00
Hide trimmings (old style)	.....8.00 @ 10.00
Pig skin scraps and trim, per lb.	.....3¼ @ 3½c

Animal Hair.

Market steady with last week.

Summer coil and field dried	.....¼ @ 1c
Winter coil dried	.....1.75 @ 2¼c
Processed, black, winter, per lb.	.....5¼ @ 6c
Processed, grey, winter, per lb.	.....4 @ 5c
Cattle switches, each*	.....1¼ @ 2¼c

*According to count.

EASTERN FERTILIZER MARKETS.

(Special Report to The National Provisioner.)

New York, Feb. 21, 1934.

Ground dried blood is held to \$3.00 per unit f.o.b. New York, at which price the last sale was made. Stocks are very light.

Demand for fertilizer materials in this vicinity is rather limited as fertilizer manufacturers have been delayed in making deliveries of mixed goods because of weather conditions.

Ground tankage sold at \$2.70 & 10c f.o.b. New York, which is the present quotation of some sellers while some extra high-grade tankage is held at \$2.75 & 10c f.o.b.

Unground tankage sold at \$2.50 & 10c f.o.b. local shipping points which is the present quotation.

WANT THEIR OWN BEEF USED.

A joint protest signed by the Oregon Dairymen's association, the state milk control board, the Oregon Wool Growers' association and the Oregon Horse and Cattle Growers' association has been sent to Washington against the purchase of Mid-western beef for use for relief purposes in the Pacific Northwest.

RECORD BOOK FOR FARMERS.

Farmers who participate in production adjustment programs are to be furnished with record books to serve as a basis for assembling information required by the AAA and to aid them in planning future operations. The record book will provide forms for taking crop inventories of basic commodities, and beef and dairy products, at beginning and end of each year.

Also included are forms for records of crops bought and sold; a crop production summary, showing the usage of the land and a lay out for a crop-map of the farm; crops processed for family food; use of contracted or rented acreage; and net income from the production of crops.

The new record book is not intended to supersede other accounting systems now in use by farmers, but is primarily for recording production and disposal of basic commodities. The records will also serve as a basis for statistical reports for the crop and livestock estimates division of the Department of Agriculture, and for applications for production loans from the Farm Credit Administration.

TO PROMOTE SOVIET TRADE.

Creation of an export-import bank by the federal government whose primary purpose is to promote trade with Soviet Russia was announced this week. The bank will be a District of Columbia corporation and will have general banking powers, including the right to endorse or guarantee all or part of any transactions business men in the United States may enter into with the Soviet Union or its agencies.

The new bank will begin business with an initial capital of \$11,000,000, of which \$1,000,000 will be provided by President Roosevelt from PWA funds and \$10,000,000 by the Reconstruction Finance Corporation. Commenting on the bank's activity, Jesse Jones, chairman of the RFC, said "it is expected that considerable agricultural and other exports may soon be arranged."

Trustees of the bank named in the charter are Robert Kelley, representing the Department of State; Secretary of Commerce Roper, Chester Davis, representing the Department of Agriculture; Stanley Reed, general counsel, Reconstruction Finance Corporation, and Lynn P. Talley, assistant to the directors of the RFC and president of the Commodity Credit Corporation. Tom K. Smith will represent the Secretary of the Treasury.

EXTEND CORN LOAN PERIOD.

Loans to farmers on ear corn stored on the farm may be made by the Commodity Credit Corporation up to April 1, the extension from March 1 being made at the request of the Secretary of Agriculture. The extension was granted to accommodate farmers in states where there was delay in setting up the farm warehousing machinery and for the benefit of producers who had postponed taking advantage of the loan offer until details of the corn-hog contract for 1934 and supplementary rulings were available.

Money loaned thus far on corn stored on farms is estimated by the department at approximately \$70,000,000.

MARGARINE LAWS PROPOSED.

Bills relating to margarine recently introduced in state legislatures provide for penalizing product made from imported fats and oils, placing a flat tax on margarine of any kind, and in one instance limiting the use in state institutions of both margarine and butter to that produced within the state.

In Mississippi a house bill provides that any oleomargarine containing more than 15 per cent vegetable fats or vegetable oils produced in the continental United States and containing no oils or fats imported from without the continental United States shall be exempt from the tax of 15c per pound provided in the bill.

Another Mississippi bill prohibits the use of butter or margarine made outside the state by the following provision: "No officer, trustee or agent of any state, county or municipal institution or institution supported in whole or in part by public funds, shall purchase for or supply to any such institution any oleomargarine, butter substitute or butter made or manufactured outside the State of Mississippi, but shall purchase for and supply to such institution only butter made from the fatty constituents of cows' milk and made or manufactured in the State of Mississippi."

Another bill memorializes congress on the subject of importation of foreign oils in competition with American cottonseed oil.

In New York a bill was introduced imposing a tax of 5c per pound on oleomargarine. In Ohio a similar tax is proposed for the support of schools. South Carolina would tax oleomargarine containing any imported fats or oils 10c a pound.

Oleomargarine containing any fat and/or oil ingredients other than oleo oil, oleo stock and oleo stearine from cattle, neutral lard from hogs, cottonseed oil, peanut oil and/or milk fat would be taxed 4c per pound by a bill now pending in the Texas legislature. The bill also provides for a tax of \$50 per annum on wholesale dealers.

MEMPHIS PRODUCTS MARKETS.

(Special Report to The National Provisioner.)

Memphis, Tenn., Feb. 21, 1934.

Cottonseed meal was very active, and trading was in excellent volume. March continued under liquidation, selling from \$23.60@23.80, while July was in good demand at prices ranging from \$25.65@25.75. Balance of list came in for attention, but was not as active as March and July. No particular reason could be assigned for the day's activity other than a good outside buying interest which readily absorbed anything coming into the market in the way of hedging. A fair sized consuming demand is reported, although cash trade seems somewhat quiet at the moment. Market closed steady and firm at a decline of 5c to an advance of 25c.

Cotton seed came in for a little activity today, March was traded at \$24.25. There appeared to be additional orders in the market at this figure, but sellers were not disposed to push offerings. Market closed unchanged to 25c lower.

SOUTHERN MARKETS

New Orleans.

(Special Wire to The National Provisioner.)

New Orleans, La., Feb. 21, 1934. — Slight liquidation in crude and refined oil this week following sharp advances of previous week with sales today at 4c lb. for Texas; for Valley 4½c lb. bid with 4¼c lb. asked. Conditions are improving in the south and with any demand, price of oil could quickly advance 1c lb. as it now seems probable that much of the cottonseed stored will not be crushed this season unless prices of products advance materially. Traders generally are awaiting outcome of the Bankhead bill and excise tax, both of which are very bullish on outlook for cottonseed oil.

Memphis.

(Special Wire to The National Provisioner.)

Memphis, Tenn., Feb. 22, 1934. — Crude cottonseed oil, 4@4¼c lb.; forty-one per cent protein cottonseed meal, \$23.75; loose cottonseed hulls, \$8.00.

Dallas.

(Special Wire to The National Provisioner.)

Dallas, Tex., Feb. 22, 1934. — Prime cottonseed oil, 4c lb.; forty-three per cent meal, \$24.00; hulls, \$10.00.

COTTON ACREAGE CUT.

Sixteen million fewer acres will be planted to cotton in 1934 than in the earlier years under the cotton adjustment program declared effective by the Department of Agriculture, February 15. While tabulation at state headquarters did not show that this total had been reached, it was believed that complete returns would show the reduction sought within the specified time limit. Approximately \$50,000,000 will be distributed to cotton producers this spring, out of a total cost of \$130,000,000 for the reduction program.

1933 MARGARINE PRODUCTION.

Margarine production in the United States during the calendar year 1933, by kinds and by months is reported by the U. S. Department of Agriculture as follows:

	Nat margarine. lbs.	Oleo oil margarine. lbs.	Total lbs.
Jan.	17,534,140	3,218,935	20,753,075
Feb.	14,047,138	2,989,082	17,036,220
Mar.	17,764,598	3,255,474	21,020,072
Apr.	16,824,350	3,407,376	20,231,726
May	16,230,533	3,433,530	19,664,072
June	12,151,221	3,073,206	15,224,427
July	14,223,295	3,939,023	18,162,318
Aug.	16,772,382	3,527,199	20,299,581
Sept.	17,021,426	3,543,171	21,155,597
Oct.	19,414,492	4,122,161	23,536,653
Nov.	19,386,639	4,462,247	23,848,886
Dec.	17,741,263	3,557,483	21,298,746
Total	199,711,477	42,519,896	242,231,373

OLEOMARGARINE TAXES.

Excise taxes paid on oleomargarine in January, 1934, amounted to \$45,113.83 and special taxes to \$11,026.45 additional as against \$60,749.75 and \$8,929.99, respectively in January, 1933. Stamps were sold by the Bureau of Internal Revenue during January, 1934, on 30,122 lbs. of colored margarine and 16,830,652 lbs. of uncolored. This compares with stamp sales in January, 1933, on 35,086 lbs. of colored and 22,884,460 lbs. of uncolored product.

Vegetable Oil Markets

WEEKLY REVIEW

Market Active—New Highs Established—Cash Trade Satisfactory—Crude Firm—Washington Cotton Developments Awaited—Outside Reaction Checked Upturn Temporarily.

Operations in cottonseed oil futures were on a large scale the past week, and May and later position prices again moved into new high ground for the season. Increased commission house absorption was quite apparent most of the week, while selling pressure was limited to scattered realizing and some hedge selling on the distant months. There was quite a little switching between the various months, particularly from March to July and September.

A good portion of the buying came through houses with Wall Street connections. This proved helpful at times in maintaining or advancing prices. This absorption was looked upon generally as being brought about by strength in cotton and the favorable prospects for cotton crop control this season.

Routine conditions had very little influence, but a reactionary tendency in the outside markets brought about sufficient profit taking to cause a moderate setback from the best levels of the present move. Outside and Wall Street buying continued in evidence on the setbacks, although less aggressive.

At no time, however, did the oil market display any particular heaviness. Action of the market was regarded as quite satisfactory. Independent strength was again in evidence at times. The trade was keeping a close watch on developments of the coconut oil excise tax at Washington, and reports indicated some possibilities of a modification of the tax as originally planned. There was more or less confidence in many directions that if the proposed 5c tax on coconut and sesame oil does not go through, some additional tax will be placed upon those oils, which is interpreted bullishly on cotton oil.

Cash Oil Trade Fair.

The outstanding features in the oil advance are the possibilities of limiting the new crop to 9,000,000 bales and a resultant improvement in the statistical position of cottonseed oil itself. Expectations are that the monthly February statistics will prove satisfactory, but should the new crop outturn be limited to 9,000,000 bales this year, or thereabouts, a decided improvement in the statistical position of cottonseed oil, must naturally result within the next year or so.

At the same time, those bullishly inclined on oil, constantly reiterate that the Administration continues favorable to the constructive side of commodities, with the possibilities that further

efforts will be made towards lifting prices to somewhere around the 1926 averages. Cotton oil at the present time is far below that average.

Cash oil trade during the week was reported satisfactory. Crude markets were firm at the recent levels, with the Southeast and Valley quoted at 4¼¢ @ 4½¢; Texas, around 4c. There was no apparent increase in pressure of seed or crude oil during the week, although some selling of futures might have represented hedging seed purchases. On the other hand, there was buying at times that was felt to have been lifting of hedges against crude oil sales.

The lard market again acted disappointingly. This was somewhat of a check on the oil market. Lard stocks are relatively large, the supply at Chicago in mid-February totaling some 115,280,000 lbs., against 17,517,000 lbs. at this time last year.

COCOANUT OIL—Interest continued rather quiet and routine in this quarter but the market was steady awaiting tax developments at Washington. At New York, tanks were quoted at 2½¢, while at the Pacific Coast tanks were quoted at 2½¢ @ 2½¢.

CORN OIL—The market was very firm, with a fair demand. Last business reported at 4¼¢ Chicago. Market quoted firm at that level with offerings scarce.

SOYA BEAN OIL—The market was rather dull and without particular feature with prices at New York quoted at 5½¢ f.o.b. and f.o.b. southern mills at 5@5½¢.

PALM OIL—There was very little consumer interest apparent in this market and prices backed and filled over a narrow range with the fluctuations in foreign exchange. First hand offerings were limited and generally there was no pressure of supplies on the market, the firmness in tallow attracting attention. At New York spot Nigre was quoted at 3¼¢, shipment Nigre 3.20c, 12½ per cent acid 2.85¢ @ 2.90c, 20 per cent acid 2.80¢ @ 2.85c and Sumatra at 2½¢ @ 2.95c.

PALM KERNEL OIL—Nominally quoted at 2½¢ @ 2½¢ bulk in bond New York.

OLIVE OIL FOOTS—The market was steady but demand was disappointingly quiet. Firmer foreign exchange rates and strength in other soapers' materials made for a lack of selling pressure, however, and spot and shipments foots New York were quoted at 6¼¢ @ 6½¢ with a fair to good inquiry developing around the middle of the week.

SESAME OIL—Market nominal.

RUBBERSEED OIL—Market nominal.

PEANUT OIL—The market was quiet but firm influenced by strength in other oils and was quoted 4¼¢ @ 4½¢, f.o.b. southern mills.

COTTONSEED OIL—Spot stocks were light and firmly held with demand at New York fair. Southeast and Valley crude 4¼¢ @ 4½¢ nominal; Texas, 4c, nominal.

Market transactions at New York:

Friday, February 16, 1934.

Spot	Range		Closing
	Sales.	High. Low.	Bid. Asked.
Feb.			520 a Bid
Mar.	2	530 525	530 a trad
Apr.			530 a 550
May	41	550 545	548 a 551
June			550 a 570
July	11	574 568	572 a trad
Aug.			575 a 585
Sept.	57	591 587	590 a 592

Sales, including switches, 111 contracts. Southeast crude, 4¼¢ @ 4½¢.

Saturday, February 17, 1934.

Spot				a
Feb.			520 a	Bid
Mar.			528 a	531
Apr.	2	537 530	530 a	540
May	2	547 547	542 a	549
June			550 a	570
July	1	571 571	570 a	572
Aug.			575 a	590
Sept.	6	593 590	590 a	592

Sales, including switches, 11 contracts. Southeast crude, 4¼¢ @ 4½¢.

Monday, February 19, 1934.

Spot				a
Feb.			515 a	Bid
Mar.	7	530 527	524 a	526
Apr.			525 a	545
May	10	552 548	545 a	548
June			548 a	565
July	10	575 570	569 a	572
Aug.			570 a	585
Sept.	41	599 591	590 a	591

Sales, including switches, 68 contracts. Southeast crude, 4¼¢ @ 4½¢.

Tuesday, February 20, 1934.

Spot				a
Feb.			510 a	Bid
Mar.	8	522 521	518 a	522
Apr.			520 a	540
May	12	548 542	540 a	543
June			540 a	560
July	12	570 565	564 a	566
Aug.	1	576 576	565 a	585
Sept.	26	592 587	587 a	trad

Sales, including switches, 59 contracts. Southeast crude, 4¼¢ @ 4½¢.

Wednesday, February 21, 1934.

Spot				a
Feb.			500 a	Bid
Mar.	13	519 515	513 a	516
Apr.			515 a	535
May	9	541 538	538 a	540
June			540 a	560
July	12	564 563	564 a	trad
Aug.	1	574 574	565 a	580
Sept.	16	586 582	582 a	584

Sales, including switches, 51 contracts. Southeast crude, 4¼¢ @ 4½¢.

Thursday, February 22, 1934.

HOLIDAY—No market.

See page 38 for later markets.

HULL OIL MARKETS.

Hull, England, Feb. 21, 1934.—(By Cable.)—Refined cottonseed oil, 15s; Egyptian crude cottonseed oil, 13s.

Week's Closing Markets

FRIDAY'S CLOSINGS

Provisions.

Hog products were strong the latter part of the week, lard bulging $\frac{1}{4}$ lb. Friday on commission house buying covering, firmer hogs, and a better cash trade in product stimulated by colder weather. Top on hogs was \$4.65.

Cottonseed Oil.

Cotton oil was moderately active and firmer with lard and cotton. March liquidation checked upturns. Crude, Southeast and Valley, $4\frac{1}{4}$ @ $4\frac{1}{2}$ ¢ lb.; Texas, 4¢ nominal.

Closing quotations on bleachable prime summer at New York: Feb., \$5.00b; March, \$5.08@5.13; April, \$5.10@5.35; May, \$5.41; June, \$5.45@5.60; July, \$5.63@5.66; Aug., \$5.65@5.80; Sept., \$5.83@5.86.

Tallow.

Tallow, extra, $3\frac{1}{2}$ ¢ lb. f.o.b.

Stearine.

Stearine, 5¢ lb. delivered.

Friday's Lard Markets.

New York, Feb. 23, 1934. — Lard, prime western, \$6.90@7.00; middle western, \$6.70@6.80, tax included; city, $5\frac{1}{2}$ @ $5\frac{1}{2}$ ¢; refined Continent, 5¢; South American, 6¢ Brazil kegs, 6¢; compound, carlots, $7\frac{1}{2}$ ¢; excluding tax.

WOOL PRICES FIRM.

Trade in Boston wool market was reported slow but with prices firm. Original bag lines of 64s and finer territory wools brought 79@81c, scoured basis on short French combing and clothing staple, and 84@85c for lots consisting of good French combing and average strictly combing staple. Most sales in these lines were of very moderate volume. Medium quality territory wools received some inquiry but there is little actual demand. Asking prices, however, are firm at 80@83c, scoured basis on 56s, $\frac{1}{2}$ blood and at 72@74c on 48s 50s quarter blood, strictly combing territory lines.

Domestic wools were quoted as follows:

Domestic fleeces, grease basis—	
Ohio & Penn., fine clothing.....	28 @29
Ohio & Penn., fine delaine.....	35 @37
Ohio & Penn., $\frac{1}{2}$ -blood, combing.....	36 @37
Ohio & Penn., $\frac{1}{2}$ -blood clothing.....	31 @32
Ohio & Penn., $\frac{1}{2}$ combing.....	42 @43
Ohio & Penn., $\frac{1}{2}$ combing.....	41 @42
Ohio & Penn., $\frac{1}{2}$ clothing.....	37 @38
Low, $\frac{1}{2}$ combing.....	34 @36

Territory, clean basis—	
Fine, staple.....	86 @88
Fine, fine French, combing.....	82 @84
Fine, fine medium, clothing.....	80 @81
$\frac{1}{2}$ -blood, staple.....	83 @85
$\frac{1}{2}$ -blood, staple.....	81 @83
$\frac{1}{2}$ -blood, staple.....	73 @75
Low, $\frac{1}{2}$ -blood.....	65 @67

Texas, clean basis—	
Choice, 12 months.....	86 @88
Average, 12 months.....	83 @85
Fine, 8 months.....	79 @80
Full.....	72 @73

California, clean basis—	
Northern.....	73 @76
Southern.....	72 @73

Pulled, scoured—	
Choice AA.....	96 @1.02
AA.....	95 @97
Fine A.....	90 @93
A super.....	85 @87
B super.....	73 @80
C super.....	68 @72

BRITISH PROVISION MARKETS.

(Special Cable to The National Provisioner.)

Liverpool, Feb. 23, 1934.—Very good demand for hams and fair demand for lard. General market quiet but firm.

Friday's prices were as follows: Hams, American cut, 98s; hams, long cut, 93s; Liverpool shoulders, square, none; picnics, none; short backs, unquoted; bellies, English, exhausted; Wiltshires, unquoted; Cumberlands, exhausted; Canadian Wiltshires, 88s; Canadian Cumberlands, unquoted; spot lard, 31s.

LIVERPOOL PROVISION MARETS.

Arrivals of continental bacon in the United Kingdom during the week ended February 8 amounted to 51,033 bales compared with 49,657 bales the previous week and 73,122 bales at the same time a year ago. Prices of first quality product at Liverpool for the week ended February 8, 1934, with comparisons, are reported as follows:

	Feb. 8, 1934	Feb. 1, 1934	Feb. 9, 1933
American green bellies.....	Nominal	\$15.32	\$8.83
Danish green sides.....	\$21.55	21.54	8.80
Canadian green sides.....	19.22	19.21	7.28
American short cut green hams.....	21.88	21.46	8.65
American refined lard.....	6.64	6.46	6.07

How much power or light is being wasted in your pork departments? Have you read "PORK PACKING," The National Provisioner's latest book?

Watch the Markets!

It's just as important to know the market when prices are low as when they are high.

It is vital to know the market when prices are fluctuating up or down.

The time seems near when market fluctuations upward can be looked for. *In such times it is easy to buy or sell a car of product anywhere from $\frac{1}{4}$ ¢ to 1¢ under the market.*

A car sold at $\frac{1}{4}$ ¢ under the market costs the seller \$37.50; at $\frac{1}{4}$ ¢ under he loses \$75.00; at $\frac{1}{4}$ ¢ under he loses \$150.00; at 1¢ under he loses \$300.00.

The same is true of BUYERS of carlot product. If they pay over the going market they stand to lose similar amounts.

THE NATIONAL PROVISIONER'S DAILY MARKET SERVICE gives an exact reflection of the market and the market price on each of the full trading days of the week.

Cost of this service for a whole year can be more than saved in a single carlot transaction made at $\frac{1}{4}$ ¢ variation from actual market price.

Information furnished by THE DAILY MARKET SERVICE is vital to anyone handling meats on a carlot basis. For full information, write THE NATIONAL PROVISIONER, 407 S. Dearborn St., Chicago, Ill.

RECEIPTS AT CHIEF CENTERS.

Combined receipts at principal markets, week ended Feb. 17, 1934:

At 20 markets:	Cattle.	Hogs.	Sheep.
Week ended Feb. 17.....	197,000	502,000	273,000
Previous week.....	177,000	406,000	252,000
1933.....	159,000	521,000	371,000
1932.....	158,000	656,000	348,000
1931.....	176,000	643,000	340,000
1930.....	173,000	756,000	368,000
1929.....	173,000	823,000	334,000

Hogs at 11 markets:

Week ended Feb. 17.....	421,000
Previous week.....	349,000
1933.....	432,000
1932.....	507,000
1931.....	580,000
1930.....	671,000
1929.....	720,000

At 7 markets:

Week ended Feb. 17....	159,000	384,000	200,000
Previous week	139,000	292,000	187,000
1933	119,000	374,000	250,000
1932	124,000	511,000	248,000
1931	138,000	515,000	281,000
1930	134,000	616,000	287,000
1929	132,000	644,000	232,000

N. Y. HIDE FUTURE PRICES.

Saturday, Feb. 17, 1934—Close: Mar. 9.60@10.00; June 11.20@11.30; Sept. 11.60@11.70; Dec. 11.90@12.15; sales 2 lots. Closing 10@15 points lower.

Monday, Feb. 19, 1934—Close: Mar. 9.55@9.85; June 11.15@11.20; Sept. 11.55@11.60; Dec. 11.85b; sales 10 lots. Closing 5 points lower.

Tuesday, Feb. 20, 1934—Close: Mar. 9.65@10.00; June 11.10@11.20; Sept. 11.55@11.65; Dec. 11.85b; sales 7 lots. Closing 5 points lower to 10 higher.

Wednesday, Feb. 21, 1934—Close: Mar. 9.50n; June 11.00@11.05; Sept. 11.45 sale; Dec. 11.75@11.85, sales 14 lots. Closing 10@15 points lower.

Thursday, Feb. 22, 1934—Holiday.

Friday, Feb. 23, 1934—Close: Mar. 9.35n; June 10.87@10.95; Sept. 11.31@11.40; Dec. 11.75b; sales 28 lots. Closing unchanged to 15 points lower.

CHICAGO HIDE MOVEMENT.

Receipts of hides at Chicago for the week ended Feb. 17, 1934, were 4,699,000 lbs.; previous week, 5,955,000 lbs.; same week last year, 3,917,000 lbs.; from Jan. 1 to Feb. 17 this year, 33,644,000 lbs.; same period a year ago, 30,265,000 lbs.

Shipments of hides from Chicago for the week ended Feb. 17, 1934, were 4,926,000 lbs.; previous week, 4,281,000 lbs.; same week last year, 5,641,000 lbs.; from Jan. 1 to Feb. 17 this year, 31,014,000 lbs.; same period a year ago, 32,728,000 lbs.

RUSSIA'S NEW SOAP PLANTS.

Six new soap plants are planned by Soviet Russia for completion by 1937, which will mark the end of the second five-year plan. In addition to more than doubling the output, the aim is to reduce retail prices of soap by 35 per cent, increase wages 2.1 per cent and increase employment by 30 per cent. It is reported that the six soap plants are to be built along the most modern lines and the thought has been expressed that manufacturers of machinery and general soap plant equipment in this country may benefit from this development.

Hide and Skin Markets

Chicago.

PACKER HIDES—A quiet, dull week passed in the packer hide market, with the holiday mid-week tending to interrupt negotiations. At the opening of the week, one packer sold 2,000 native steers at 10c, steady price, thought to have gone to an exchange operator. This was the full extent of the trading so far.

One packer who did not participate in the liberal trading last week continues to ask a half-cent over the prices paid at that time. A few hides were offered early this week at steady prices, but when offerings appeared on that basis tanners followed their usual policy of dropping bids a half-cent. Buyers have become rather cautious, due to threats of labor troubles, despite a fairly good business in leather recently.

Offerings this week at steady prices ran mostly to native steers and light cows; branded cows and Colorados could have been moved early but killers want to dispose of native hides with the brand.

Quotations are nominally unchanged from last week, with best bids in the market at a half-cent under these prices. Native steers last sold at 10c, extreme light native steers 10c; butt branded steers at 10c, Colorados 9½c; heavy Texas steers 10c, light Texas steers 9c nom., and extreme light Texas steers 9½c.

Heavy native cows last sold at 9½c, light native cows 10c, and branded cows 9½c. Bulls quoted nominally around 6½c for natives and 6c for branded.

SMALL PACKER HIDES—Local small packer all-weights quoted in a nominal way at 9½c@10c for natives and 9@9½c for branded, but interest lacking and inside figures closer to the market for actual business. Outside small packer lots proportionately lower. One local small packer sold part of Feb. production late last week, at 10c for light cows and 9½c for branded and heavy hides. Local small packer association offering a car heavy native cows at 9½c, steady.

FOREIGN WET SALTED HIDES—South American market fairly active early, at steady to firm prices. Russia bought 4,000 LaPlatas and 4,000 LaBlancas, and 4,000 more LaPlatas and 4,000 Smithfields came to this country, all at 74½ paper pesos, equal to 12½c, c.i.f. New York, some figuring 12½c, fully steady with last reported sales.

COUNTRY HIDES—Trading in country hides has been slow, with traders awaiting their cue from the packer hide market. Buyers' ideas are generally lower than last trading prices, which are quoted in a nominal way, while it appears to be difficult to secure hides under these figures. All-weights last reported sold at 7½c, selected, delivered, untrimmed, for around 47-lb. average. Heavy steers and cows very slow around 6½c, nom. Last reported trading in buff weights was at 7½c untrimmed and 8c trimmed, with extremes at 9c untrimmed and 9½c trimmed, which appears to be extreme top at present. Bulls and glues around 4½@5c. All-weight branded 5½@6c, flat, less Chicago freight.

CALFSKINS—Last trading on pack-

er calfskins, previous week, was Dec.-Jan. heavies 9½/15-lb. from preferred northern points at 18c, and Jan. lights under 9½-lb. at 14c; more Dec.-Jan. calf available at these figures, with River point heavies quoted around 16c; interest appears quiet.

Car Chicago city calfskins 8/10-lb. sold at 12c, steady; car 10/15-lb. sold at 14c, the previously bid figure. Outside cities, 8/15-lb., quoted around 13c; mixed cities and countries about 12c; straight countries about 9c. Chicago city light calf and deacons last sold at 85c, in a good way.

KIPSKINS—Last trading in packer kipskins, previous week, was at 13c for Jan. northern natives, southern a cent less; over-weights quotable at 12c for northern, 11c for southern.

Chicago city kipskins moved in a good way previous week at 11½c, with over-weights at 10½c, and more over-weights sold this week at 10½c, steady. Outside cities about 11@11½c; mixed cities and countries 9½@10c; straight countries 8½@9c. One packer sold 1,000 regular slunks early at 70c, or 5c down.

HORSEHIDES—Market about unchanged, with choice city renderers quoted \$3.25@3.40, top for choice lots, and mixed city and country lots \$2.85@2.95, with No. 2's 50c less.

SHEEPSKINS—Dry pelts quoted 16½@17½c for full wools, short wools 12c, pieces and torn skins 7@8c. Supplies of packer shearlings still light and good prices being realized; one packer reports last sale at 85c for No. 1's, 70c for No. 2's, and 55c for clips, while 90c, 75c and 65c was reported in another direction; some quoting No. 1's around 75@80c. Small packer shearlings quoted 45@55c for mixed lots. Pickled skins about unchanged and quoted \$3.87½@4.00 per doz. for straight run of packer lamb, current take-off; ribby lambs quoted around \$3.75. Packer wool pelts quoted \$2.75@2.85 per cwt. live lamb. Outside small packer lamb pelts \$1.75@2.00 each, with small ones out.

New York.

PACKER HIDES—Late last week a Jersey packer sold a car or two Feb. hides, followed by another packer who sold Feb. production, about two cars

each native and butt branded steers at 10c, and three cars Colorados at 9½c, steady with prices paid to another packer earlier last week. Two packers still holding Feb. take-off. Several cars all-weights cows also reported at 9c.

CALFSKINS—Calfskins eased off about 10c in early trading but recovered this loss on the heavy end later; demand for 7-9's appears lightest. Collectors sold a car 5-7's at \$1.15 early, also car 7-9's at \$1.50, and car 9-12's at \$2.20; later a car 9-12's sold at \$2.30, while packer 9-12's moved at \$2.40, steady. Packer 5-7's quotable \$1.25 nom., 7-9's \$1.60 nom.

ARGENTINE BEEF EXPORTS.

Cable reports of Argentine exports of beef this week up to Feb. 23, 1934, show exports from that country were as follows: To the United Kingdom, 80,893 quarters; to the Continent, 5,487. Exports the previous week were: To England, 139,908 quarters; to Continent, none.

CHICAGO HIDE QUOTATIONS.

Quotations on hides at Chicago for the week ended Feb. 23, 1934, with comparisons, are reported as follows:

PACKER HIDES.			
	Week ended Feb. 23.	Prev. week.	Cor. week, 1933.
Spr. nat.			
stra. ....10	@10½	10 @10½	4½ @ 5n
Hvy. nat. str.	@10	@10	@ 4½
Hvy. Tex. str.	@10	@10	@ 4½
Hvy. butt brand'd			
stra.	@10	@10	@ 4½
Hvy. Col. str.	@ 9½	@ 9½	@ 4
Ex-light Tex.			
stra.	@ 9½	@ 9½	@ 4
Brand'd cows	@ 9½	@ 9½	@ 4
Hvy. nat. cows	@ 9½	@ 9½	@ 4
Lt. nat. cows	@10	@10	4½ @ 4½
Nat. bulls ..	@ 6½	@ 7	@ 3½
Brand'd bulls	@ 6n	@ 6½	@ 3n
Calfskins ....14	@18	14 @18	7½ @ 8½
Kips, nat.	@13	@13	@ 8
Kips, ov-wt.	@12	@12n	@ 6
Kips, brand'd.10	@10½	10 @10½	@ 5
Slunks, reg. .70	@75	@75	37½ @40
Slunks, hrls. .45	@50	45 @50	@30

Light native, butt branded and Colorado steers 1c per lb. less than heavies.

CITY AND SMALL PACKERS.

Nat. all-wts. .9½@10n	9½@10	4 @ 4½
Branded 9	@ 9½	@ 4
Nat. bulls ..	@ 6½	6½ @ 7n
Brand'd bulls	@ 6n	@ 6n
Calfskins ....12	@14	12 @15n
Kips, nat.	@11½	@ 6
Slunks, reg. .55	@60	60 @65
Slunks, hrls. .30	@35n	30 @35n

COUNTRY HIDES.

Hvy. steers ..	@ 6½	6½ @ 6½	3½ @ 3½
Hvy. cows ..	@ 6½	6½ @ 6½	3½ @ 3½
Buffs	7½ @ 8	7½ @ 8	4 @ 4½
Extremes 9	@ 9½	9 @ 9½	4½ @ 4½
Bulls	@ 4½	@ 4	2½ @ 2½
Calfskins	@ 9	@ 9	@ 4½
Kips	@ 8½	@ 8½	@ 4½
Light calf .50	@60n	50 @60n	25 @30n
Deacons ....50	@60n	50 @60n	25 @30n
Slunks, reg. .	@20n	@20n	@10n
Slunks, hrls. .	@10n	@10n	@ 8n
Horsehides .2.85@3.40	2.85@3.40	1.65@2.00	

SHEEPSKINS.

Pkr. lambs ..			
Sml. pkr.			
Lambs ....1.75@2.00	1.60@1.75	@50	
Pkr. shearings.80	@90	@85n	@40
Dry pelts .16½@17½	16 @17	@ 7	

WEEKLY HIDE IMPORTS.

Imports of cattle hides at leading U. S. ports, week ended Feb. 17, 1934:

Week Ending	New York.	Boston.	Phila.
Feb. 17, 1934.....	34,555		
Feb. 10, 1934.....	17,412	5,000	
Feb. 3, 1934.....	16,688	50	2,742
Jan. 27, 1934.....	16,462		
.....	134,718	5,050	3,197
Feb. 18, 1933.....	4,355		30
Feb. 11, 1933.....	4,691	1,000	
	51,937	1,000	16,019

Handling Hides

Much money is undoubtedly lost by the packer through improper take-off and curing of hides and skins.

Complete directions for the proper handling of hides and skins have been published by THE NATIONAL PROVISIONER. Subscribers can obtain copies by sending in the following coupon, accompanied by a 5-cent stamp:

The National Provisioner:
Old Colony Bldg., Chicago, Ill.
Please send me copy of directions for take-off and curing of hides and skins.

Name
Street
City

(Enclosed find 5c in stamps.)

Live Stock Markets

CHICAGO

Reported by U. S. Bureau of Agricultural Economics.

Chicago, Feb. 22, 1934.

CATTLE—Compared with last Friday: Strictly good and choice fed steers and yearlings steady; others unevenly weak to 25c lower, common and medium grade light steers showing most decline. Week's market uneven affair due to inequitable supply distribution but closing trade active and higher, late advance regaining big share of decline; too many weighty steers in crop on most sessions but strictly good and choice offerings all representative weights comparatively scarce; consequently shortfeds predominated. Extreme top \$7.35 on long yearlings, heifer yearlings \$6.50; medium weight steers \$7.00, and 1,421-lb. averages, \$6.25; heavy heifers \$6.00; cutter cows unevenly steady to 25c lower, sorting considered; beef cows steady; yearling heifers steady to 25c lower, medium grades showing downturn; bulls 15@25c higher, and vealers strong to 25c higher.

HOGS—Compared with last Friday: Weights above 200 lbs. steady to 10c lower; lighter weights and pigs 15@25c lower; packing sows 10c higher; week's peak \$4.70, extreme top at close \$4.60; late bulk 200 to 290 lbs., \$4.45@4.55; 300 to 360 lbs., \$4.25@4.45; 170 to 190 lbs., \$4.35@4.45; most light lights \$4.00 @4.25; good pigs \$3.00@3.50; packing sows mainly \$3.85@4.00.

SHEEP—Compared with last Friday: Lambs 10@15c lower; aged sheep 25@40c higher; yearlings little changed; expanded numbers fat lambs locally early this week and dressed trade weakness factors in reaction from recent high levels for the season; week's practical top woolled lambs \$9.85, bulk \$9.50 @9.75, with closing top at outside; clipped lambs \$7.60@8.10; choice yearlings \$8.75; top ewes, \$5.65, bulk desirable natives \$5.00@5.50.

KANSAS CITY

Reported by U. S. Bureau of Agricultural Economics.

Kansas City, Kans., Feb. 22, 1934.

CATTLE—Trade in fed steers and yearlings ruled slow and uneven with

values steady to 25c under last Friday. Offerings scaling 1,200 lbs. and down met the most pressure and are selling at 15 to 25c lower rates while weightier kinds sold at steady to 25c lower levels. Choice mixed yearlings scored \$7.00 while choice 1,330-lb. fed steers went at \$5.65. Most of the fed offerings cleared from \$4.50@6.00. Fed heifers and mixed yearlings are mostly 25c off while slaughter cows were relatively scarce and steady to 15c higher than last week. Bulls advanced 15@25c but vealers met a slow deal at steady to 50c lower prices with the closing top at \$6.50.

HOGS—Hog supplies increased at most all markets, reflecting some weakness in the trade and prices were reduced. Normal values are 5@10c under last Friday while some of the underweights are unevenly lower due to curtailment of government orders for lighter weight offerings. The late top rested at \$4.45 on choice 180- to 270-lb. weights while the bulk of the good to choice 170- to 325-lb. butchers ranged from \$4.35@4.45. Better grades of 130- to 160-lb. averages sold from \$3.75@4.35 according to weight and finish. Packing sows are strong to 10c higher with smooth lightweights up to \$4.00.

SHEEP—Trade in fat lambs was uneven during week but no material price change was made. Values were higher at the week's opening but the advance was lost on late days. On Monday choice fed lambs reached \$9.60 while at the finish most sales ranged from \$9.35 down. Odd lots of natives ranged up to \$9.25. Some fresh shorn lambs brought \$7.50. Mature sheep were scarce and values are steady to 25c higher. Best fat ewes sold at \$5.25 while others ranged downward from \$5.00.

OMAHA

Reported by U. S. Bureau of Agricultural Economics.

Omaha, Neb., Feb. 22, 1934.

CATTLE—There was a strong undertone to the market on fed steers and yearlings all through the week but liberal receipts offset improvement in demand and there was little change in prices compared with last Friday. Choice

long feds are generally fully steady with strictly choice weighty steers strong. The lower grades held about steady and inbetween grades are weak to a little lower. She stock held steady and bulls closed strong to 10c higher. Vealers are unchanged. Choice 1,578-lb. steers sold at \$5.25, 1,331-lb. weights \$6.25, and 1,099-lb. yearlings \$6.75.

HOGS—Compared with last Saturday butchers were steady. Packing sows, 10@20c higher, Thursday's top, \$4.35; bulk 190- to 300-lb., \$4.20@4.30; 300- to 360-lb., \$4.00@4.20; 140- to 180-lb., \$3.25@4.10. Pigs \$2.00@3.00; packing sows, \$3.60@3.75, few \$3.80; stags, \$2.50@3.25.

SHEEP—Compared with last Friday, lamb prices are weak. Yearlings 25@50c higher, aged sheep about steady. Thursday's bulk fed woolled lambs \$8.85@9.35, top \$9.50; fed clipped lambs, \$7.25@7.75, fed yearlings up to \$8.00, good and choice ewes \$4.00@5.60.

ST. LOUIS

Reported by U. S. Bureau of Agricultural Economics.

East St. Louis, Ill., Feb. 22, 1934.

CATTLE—Despite uneven strength during early trading this week, most classes of cattle closed on a lower basis. Compared with last Friday: Steers, mixed yearlings and heifers, steady to 25c lower; cow stuff, 25c lower; bulls, 10@15c lower; vealers, steady. Top yearling steers for the week registered \$6.50, and best matured steers \$6.35, with bulk of sales \$4.50@5.75. Most good and choice mixed yearlings and heifers brought \$5.25@5.75; top mixed yearlings, \$6.50. Medium fleshed mixed yearlings and heifers went mostly at \$4.25@4.75. Top beef cows scored \$4.25, with bulk \$3.00@3.50; most low cutters, \$1.50@2.00. Top sausage bulls registered \$3.25, with closing top \$3.15; late top on vealers, \$7.00.

HOGS—Weighty hogs advanced 10@15c, and packing sows 25@35c during the period. Lighter weights ruled weak to 5c lower; pigs, 15@25c lower. The week's top was \$4.80 and the Thursday top, \$4.75. Bulk of hogs Thursday earned \$4.35@4.70; packing sows, \$3.60@3.90.

SHEEP—Fat lamb trade was mostly steady for the period; sheep, strong to 25c higher. Practical top on woolled lambs was \$10.00; bulk, \$9.50@9.75; clipped lambs, \$7.75@8.75; fat ewes, \$4.00@5.35.

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SIoux CITY

Reported by U. S. Bureau of Agricultural Economics.

Sioux City, Ia., Feb. 22, 1934.

CATTLE—Good and choice beef steers and yearlings showed little price variation this week, but plainer kinds met an indifferent demand. Choice long yearlings made \$6.65 and 1,330-lb. beefs scored \$6.50, the highest for current season. Most grain feds cleared at \$4.50@5.75. Not much change occurred in slaughter she stock quotations. Beef cows bulked at \$2.50@3.25 and most low cutters and cutters turned at \$1.75@2.35. Medium bulls ruled 15 @25c higher and reached \$2.85 late. Vealers firmed up and choice cashed at \$5.50.

HOGS—Increased receipts tended to check the upward swing to hog prices and a slight reaction developed. While local slaughter demand continued broad, closing quotations showed butchers steady to 10c lower than last Friday and packing sows mostly 10@15c higher. Thursday's top held at \$4.30 with bulk 180- to 310-lb. butchers clearing at \$4.15@4.25. Most 310- to 360-lb. heavies moved at \$4.00@4.15 with 130- to 170-lb. averages cashing at \$3.50@4.15. Packing sows bulked at \$3.70@3.85. Extreme heavies and roughs noted at \$3.60.

SHEEP—Demand for fat lambs eased off this week and lower prices were ushered in after reaching a new high of \$9.60 early in the period. As compared with last Friday lamb values declined 15@25c. Late bulk of fed offerings brought \$9.10@9.25. Fat ewes sold on a steady to strong basis, several loads of fed westerns averaging 118 to 137 lbs. clearing at \$5.60@5.65.

ST. PAUL

(By U. S. Bureau of Agricultural Economics and Minnesota Department of Agriculture.)

So. St. Paul, Minn., Feb. 20, 1934.

CATTLE—Cattle trade was mildly uneven, desirable slaughter steers, yearlings and she stock being steady to 15c higher than last week's close. Better light and medium weight beefs brought \$5.25@6.25, a few Monday at \$6.50. Most slaughter steers and yearlings \$4.50@5.75, good to choice light heifers \$5.00@6.00, heavier weights down to \$4.00. Common to good cows \$2.75@3.50, low cutters and cutters \$1.75@2.75, bulk medium to good bulls \$2.40@2.85, better vealers \$5.50@7.00.

HOGS—Slight strength on barrows and gilts today placed better 160- to 300-lb. hogs at \$4.25@4.40, the practical top being \$4.40 compared with \$3.10 a year ago. Most 300- to 350-lb. weights brought \$4.00@4.25, 135- to 155-lb., \$3.75@4.25, slaughter pigs \$2.50 @3.25, packing sows \$3.25@3.50.

SHEEP—Bulk of the desirable fat lambs brought \$9.40@9.50 at the week's opening, with most bids and opening sales today weak to 25c lower. Best fed lambs held higher. Native ewes earned \$3.50@5.00, best few ewes, Monday \$5.25.

CORN BELT DIRECT TRADING.

(Reported by U. S. Bureau of Agricultural Economics.)

Des Moines, Ia., Feb. 22, 1934.

Hog prices at 22 concentration points

and 7 packing plants in Iowa and Minnesota fluctuated little during the past week, although trading was often quite uneven. Demand for heavy butchers and packing sows continued increasingly good, with light and medium weight butchers about holding their own. Buyers were generally aggressive, but except for the heavy week-end run, receipts have not been greatly different from last week. Compared with last week's close, light and medium weight butchers are mostly steady; light lights, about 10c lower; heavy butchers and packing sows, 5@15c higher; late bulk 180 to 260 lbs., \$4.00@4.25; long hauls, \$4.30, a few \$4.35; 270 to 300 lbs., \$3.85@4.20; most packing sows, \$3.00@3.60.

Receipts of hogs unloaded daily at these 22 concentration points and 7 packing plants for the week ended Feb. 22, were as follows:

	This week.	Last week.
Fri., Feb. 16.....	35,400	14,100
Sat., Feb. 17.....	29,600	15,000
Mon., Feb. 19.....	29,200	28,700
Tues., Feb. 20.....	14,200	10,800
Wed., Feb. 21.....	31,800	33,800
Thurs., Feb. 22.....	Holiday.	

CANADIAN LIVESTOCK PRICES.

Leading Canadian centers top livestock price summary, week Feb. 15:

BUTCHER STEERS.				
Up to 1,050 lbs.				
	Week ended Feb. 15.	Prev. week.	Same week, 1933.	
Toronto.....	\$ 6.50	\$ 6.25	\$ 4.50	
Montreal.....	6.00	5.75	4.65	
Winnipeg.....	5.25	5.00	4.00	
Calgary.....	4.75	4.50	3.35	
Edmonton.....	4.50	4.50	3.75	
Prince Albert.....	3.75	3.50	....
Moose Jaw.....	5.00	5.00	....
Saskatoon.....	4.00	3.85	....
VEAL CALVES.				
Toronto.....	\$10.00	\$ 9.50	\$ 8.00	
Montreal.....	8.50	8.50	7.00	
Winnipeg.....	8.00	7.00	7.00	
Calgary.....	5.00	4.50	4.50	
Edmonton.....	5.00	5.00	5.00	
Prince Albert.....	....	....	....
Moose Jaw.....	5.50	5.50	....
Saskatoon.....	5.00	5.00	5.00	
SELECT BACON HOGS.				
Toronto.....	\$10.00	\$10.25	\$ 4.50	
Montreal.....	9.75	10.25	4.75	
Winnipeg.....	9.10	8.85	3.75	
Calgary.....	8.60	8.60	3.45	
Edmonton.....	9.00	8.60	3.35	
Prince Albert.....	8.80	8.70	3.45	
Moose Jaw.....	8.85	8.60	3.50	
Saskatoon.....	8.80	8.55	3.45	
GOOD LAMBS.				
Toronto.....	\$ 8.25	\$ 8.25	\$ 6.00	
Montreal.....	6.00	6.00	6.00	
Winnipeg.....	6.75	6.25	5.00	
Calgary.....	6.00	5.00	4.00	
Edmonton.....	6.00	5.00	4.25	
Prince Albert.....	....	4.25	....
Moose Jaw.....	5.50	4.00	4.00	
Saskatoon.....	5.00	....	4.25	

STOCK YARDS CODE HEARING.

Hearings on the proposed stockyards code will be held at the Mayflower Hotel, Washington, D. C., March 1.

LIVESTOCK PRICES COMPARED.

Livestock prices at Chicago during January, 1934, with comparisons:

	Jan., 1934.	Dec., 1933.	Jan., 1933.
SLAUGHTER CATTLE AND VEALERS.			
Steers—			
550-900 lbs., Choice.....	\$ 6.80	\$ 6.41	\$ 6.88
Good.....	6.26	5.71	5.95
Medium.....	5.36	4.88	4.89
Common.....	4.00	3.70	3.91
900-1100 lbs., Choice.....	6.71	6.20	6.82
Good.....	6.05	5.49	5.94
Medium.....	5.24	4.62	4.70
Common.....	3.97	3.61	3.68
1100-1300 lbs., Choice.....	6.35	5.76	6.43
Good.....	5.63	5.14	5.15
Medium.....	4.60	4.38	4.21
1300-1500 lbs., Choice.....	5.57	5.32	5.68
Good.....	4.62	4.56	4.88
Heifers—			
550-750 lbs., Choice.....	6.36	6.36	5.96
Good.....	5.41	5.42	5.13
Com. & Med.....	3.87	3.82	3.88
750-900 lbs., Good & Ch.....	5.36	5.41	5.34
Com. & Med.....	3.92	3.79	3.76
Cows—			
Good.....	3.49	3.24	3.01
Common & medium.....	2.76	2.36	2.59
Low cutter & cutter.....	2.07	1.64	2.01
Bulls (yearlings excluded)—			
Good (beef).....	3.25	3.03	3.19
Cutter, com. & med.....	2.88	2.54	2.76
Vealers—			
Good & choice.....	6.01	5.16	5.57
Medium.....	4.70	3.82	4.22
Cull & common.....	3.74	2.92	3.22
Calves, 250-500 lbs.—			
Good & choice.....	4.22	3.06	4.22
Common & medium.....	3.11	2.06	3.18
HOGS.			
Light light, 140-160 lbs., Good and choice.....	3.33	3.04	3.26
Light weight—			
160-180 lbs., Good & Ch.....	3.52	3.26	3.28
180-200 lbs., Good & Ch.....	3.63	3.36	3.30
Medium weight—			
200-220 lbs., Good & Ch.....	3.63	3.38	3.28
220-250 lbs., Good & Ch.....	3.56	3.36	3.18
Heavy weight—			
250-280 lbs., Good & Ch.....	3.45	3.31	3.02
280-350 lbs., Good & Ch.....	3.29	3.15	2.86
Packing sows—			
275-350 lbs., Good.....	2.95	2.73	2.64
350-425 lbs., Good.....	2.85	2.61	2.55
425-550 lbs., Good.....	2.74	2.49	2.45
275-550 lbs., Medium.....	2.69	2.44	2.32
Slaughter pigs, 100-130 lbs., Good & choice.....			
	2.62	2.49	3.00
LAMBS AND SHEEP.			
Lambs—			
90 lbs. down, Good & Ch.....	8.33	7.23	6.01
Com. & Med.....	6.87	6.07	4.88
90-98 lbs., Good & Ch.....	7.95	....	5.88
98-110 lbs., Good & Ch.....	....	....	5.59
Yearling wethers—			
90-110 lbs., Good & Ch.....	6.44	5.53	4.89
Medium.....	4.99	4.30	4.03
Ewes—			
90-120 lbs., Good & Ch.....	3.50	2.98	2.60

U. S. INSPECTED HOG KILL.

Inspected hog kill at 8 points during week ended Friday, Feb. 16, 1934, as reported to THE NATIONAL PROVISIONER:

	Week ended Feb. 16.	Prev. week.	Cor. week, 1933.
Chicago.....	99,813	96,454	161,054
Kansas City, Kan.....	36,761	34,551	57,064
Omaha.....	41,615	22,725	43,672
St. Louis & East St. Louis.....	37,211	39,126	64,989
Sioux City.....	31,588	16,405	29,197
St. Joseph.....	21,023	16,133	51,485
St. Paul.....	32,236	28,109	19,921
N. Y., Newark & J. C.....	44,824	46,430	52,306
Total.....	345,071	299,933	479,688

KENNETT-MURRAY

LIVESTOCK BUYING ORGANIZATION

Cincinnati, Ohio

Detroit, Mich. Dayton, Ohio

Louisville, Ky. La Fayette, Ind.

Indianapolis, Ind.

Nashville, Tenn. Omaha, Neb.

Montgomery, Ala. Sioux City, Ia.

PACKERS PURCHASES

Purchases of livestock by packers at principal centers for the week ending Saturday, February 17, 1934, with comparisons, are reported to The National Provisioner as follows:

CHICAGO.

	Cattle.	Hogs.	Sheep.
Armour and Co.	6,593	8,183	6,105
Swift & Co.	5,648	2,087	9,986
Morris & Co.	3,177	.....	4,894
Wilson & Co.	5,938	5,712	6,792
Anglo-Amer. Prov. Co.	1,984	.....	.....
G. H. Hammond Co.	3,039	1,035	.....
Libby, McNeill & Libby.	494	.....	.....
Shippers	12,773	27,767	13,204
Others	7,607	39,343	8,490
Brennan Packing Co., 5,502 hogs; Independent Packing Co., 1,352 hogs; Upgrade Food Products Corp., 5,854 hogs; Agar Pkg. Co., 6,452 hogs.			

Total: 46,373 cattle; 9,246 calves; 102,767 hogs; 49,381 sheep.

Not including 1,400 cattle, 1,368 calves, 29,542 hogs and 12,760 sheep bought direct.

RECAPITULATION.

Recapitulation of packers' purchases by markets for week ended Feb. 17, 1934, with comparisons:

KANSAS CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Co.	3,102	733	4,235	5,321
Cudahy Pkg. Co.	3,811	937	2,095	4,438
Morris & Co.	3,297	583	948	2,416
Swift & Co.	3,509	1,027	7,389	7,048
Wilson & Co.	3,134	1,138	1,858	4,744
Independent Pkg. Co.	.....	.....	253	.....
Shippers	1,098	31	827	8
Others	3,690	121	3,045	2,909
Total	21,650	4,570	20,650	26,974

OMAHA.

	Cattle and Calves.	Hogs.	Sheep.
Armour and Co.	7,386	18,067	6,886
Cudahy Pkg. Co.	4,722	10,965	8,918
Dold Pkg. Co.	984	7,852	.....
Morris & Co.	2,300	785	3,144
Swift & Co.	5,929	9,641	10,809
Others	.....	20,148	.....
Eagle Pkg. Co., 11 cattle; Geo. Hoffman Pkg. Co., 25 cattle; Grt. Omaha Pkg. Co., 26 cattle; Omaha Pkg. Co., 87 cattle; J. Roth & Sons, 66 cattle; So. Omaha Pkg. Co., 63 cattle; Lincoln Pkg. Co., 271 cattle; Nagle Pkg. Co., 259 cattle; Sinclair Pkg. Co., 144 cattle; Wilson & Co., 693 cattle.			

Total: 22,906 cattle and calves; 67,458 hogs; 29,557 sheep.

EAST ST. LOUIS.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Co.	2,431	1,947	5,775	1,304
Swift & Co.	5,457	3,635	4,739	1,867
Morris & Co.	1,087	1,456	.....	.....
Hunter Pkg. Co.	4,352	.....	4,346	42
Hell Pkg. Co.	.....	.....	1,377	.....
Krey Pkg. Co.	.....	.....	2,782	.....
Shippers	840	3,171	21,015	1,365
Others	2,191	262	8,805	427
Total	11,358	10,471	49,039	5,005

Not including 2,352 cattle, 2,048 calves, 23,131 hogs and 351 sheep bought direct.

ST. LOUIS.

	Cattle.	Calves.	Hogs.	Sheep.
Sieloff Pkg. Co.	50	23	437	.....
Krey Pkg. Co.	.....	.....	807	.....
Laclede Pkg. Co.	.....	.....	250	.....
Glazier Pkg. Co.	29	27	.....	.....
Sokolik Pkg. Co.	19	16	.....	28
Shippers	19	195	1,210	1,566
Others	146	4	263	7
Total	327	265	2,907	1,616

ST. JOSEPH.

	Cattle.	Calves.	Hogs.	Sheep.
Swift & Co.	3,228	858	12,520	14,619
Armour and Co.	4,093	830	11,000	7,329
Others	1,135	27	861	3,625
Total	8,456	1,715	24,381	25,573

SIoux CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Cudahy Pkg. Co.	2,946	212	14,589	7,914
Armour and Co.	3,865	166	15,404	5,521
Swift & Co.	3,014	208	8,394	5,543
Shippers	1,661	.....	5,354	2,738
Others	221	27	30	.....
Total	11,707	613	43,941	21,716

OKLAHOMA CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Co.	1,728	531	2,068	152
Wilson & Co.	1,582	485	1,962	203
Others	134	23	535	.....
Total	3,444	1,039	4,565	356

Not including 2,069 hogs bought direct.

DENVER.

	Cattle.	Calves.	Hogs.	Sheep.
Swift & Co.	589	198	1,787	12,615
Armour and Co.	608	214	2,074	11,207
Others	1,015	282	1,854	839
Total	2,212	694	5,715	24,661

WICHITA.

	Cattle.	Calves.	Hogs.	Sheep.
Cudahy Pkg. Co.	1,216	585	1,498	1,215
Dold Pkg. Co.	694	96	1,089	139
Wichita D. B. Co.	11	.....	.....	.....
Dunn-Ostertag	88	.....	.....	.....
Fred W. Dold & Sons	92	.....	356	.....
Sunflower Pkg. Co.	51	.....	92	.....
Total	2,152	681	3,035	1,354

Not including 2,232 hogs bought direct.

ST. PAUL.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Co.	3,081	4,941	9,786	4,599
Cudahy Pkg. Co.	350	1,850	.....	.....
Swift & Co.	4,800	7,456	13,424	6,599
United Pkg. Co.	2,276	132	.....	.....
Others	1,189	12	12,638	722
Total	11,702	14,391	35,848	11,720

MILWAUKEE.

	Cattle.	Calves.	Hogs.	Sheep.
Plankinton Pkg. Co.	1,735	7,507	5,675	535
U. D. B. Co., N. Y.	67	.....	.....	.....
Omaha Pkg. Co., Chi.	146	.....	183	.....
Bimble Co., Harri-	.....	.....	.....	.....
son, N. J.	.....	.....	.....	.....
The Layton Co.	74	2	58	.....
R. Gumz & Co.	445	3,691	.....	.....
Armour and Co., Mil.	20	.....	.....	.....
N.Y.B.D.M.Co., N.Y.	1,175	.....	.....	.....
F. S. R. Co.	82	18	13	6
Shippers	425	479	46	137
Others	.....	.....	.....	.....

Total: 4,169 11,697 6,426 678

INDIANAPOLIS.

	Cattle.	Calves.	Hogs.	Sheep.
Kingan & Co.	2,014	1,042	11,295	2,414
Armour and Co.	479	61	1,116	.....
Hilgemeyer Bros.	10	.....	1,255	.....
Brown Bros.	114	20	208	.....
Stumpe Bros.	.....	.....	120	.....
Meier Pkg. Co.	85	.....	141	.....
Indiana Prov. Co.	11	21	141	.....
Schussler Pkg. Co.	.....	.....	281	.....
Maass-Hartman Co.	37	8	.....	.....
Art Wabnitz	14	58	.....	18
Shippers	1,621	2,485	17,880	5,504
Others	381	72	140	161
Total	4,764	3,737	32,576	8,097

CINCINNATI.

	Cattle.	Calves.	Hogs.	Sheep.
S. W. Gall's Sons.	.....	.....	259	.....
Ideal Pkg. Co.	9	.....	474	.....
E. Kahn's Sons Co.	1,079	307	3,811	609
Kroger G. & B. Co.	167	104	1,274	.....
J. Lohrey Pkg. Co.	.....	.....	10	.....
H. H. Meyer Pkg. Co.	11	.....	2,002	.....
A. Sander Pkg. Co.	5	.....	630	.....
J. Schlachter's Sons.	171	181	.....	21
J. & F. Schroth Co.	13	.....	1,777	.....
John F. Stegner & Co.	382	292	.....	151
Shippers	44	861	3,762	151
Others	1,123	464	325	284
Total	3,007	1,240	13,828	1,324

Not including 1,302 cattle, 86 calves, 2,762 hogs and 551 sheep bought direct.

CATTLE.

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
Chicago	46,373	41,290	34,912
Kansas City	21,650	19,532	19,240
Omaha	22,906	19,711	16,580
East St. Louis	11,358	10,965	9,197
St. Louis	327	893	.....
St. Joseph	8,456	7,223	5,378
Sioux City	11,707	10,226	9,779
Okla. City	3,444	3,436	3,763
Wichita	2,152	2,013	1,510
Denver	2,212	2,307	2,283
St. Paul	11,702	10,607	10,916
Milwaukee	4,169	4,045	3,664
Indianapolis	4,764	4,018	4,433
Cincinnati	3,007	3,231	3,061
Total	154,227	139,977	124,725

HOGS.

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
Chicago	102,767	93,312	78,230
Kansas City	20,650	18,862	20,045
Omaha	49,039	47,242	54,092
East St. Louis	11,358	10,965	48,035
St. Louis	2,907	2,718	.....
St. Joseph	24,381	17,905	19,511
Sioux City	43,941	27,529	37,579
Okla. City	4,565	3,297	11,097
Wichita	3,035	2,922	7,514
Denver	3,035	3,246	6,246
St. Paul	35,848	33,537	55,503
Milwaukee	6,426	5,708	11,968
Indianapolis	32,576	27,165	27,586
Cincinnati	13,828	11,840	15,730
Total	413,196	339,727	393,046

SHEEP.

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
Chicago	49,381	41,638	84,596
Kansas City	26,974	29,093	36,719
Omaha	29,557	24,900	31,218
East St. Louis	5,005	5,903	7,740
St. Louis	1,616	1,046	.....
St. Joseph	25,573	22,121	25,691

Sioux City	21,716	18,473	18,338
Okla. City	355	580	900
St. Paul	1,354	1,907	4,485
Denver	24,661	23,896	29,338
St. Paul	11,730	11,354	16,450
Milwaukee	678	873	901
Indianapolis	8,097	6,391	8,425
Cincinnati	1,324	761	2,661
Total	208,001	187,514	267,382

CHICAGO LIVESTOCK

Statistics of livestock at the Chicago Union Stock Yards for current and comparative periods:

RECEIPTS.

	Cattle.	Calves.	Hogs.	Sheep.
Mon., Feb. 12	19,935	2,200	29,842	14,478
Tues., Feb. 13	42,965	3,055	19,773	9,987
Wed., Feb. 14	11,138	1,961	25,854	6,073
Thurs., Feb. 15	8,265	2,124	31,704	13,294
Fri., Feb. 16	2,012	858	24,470	8,027
Sat., Feb. 17	200	100	14,000	5,000

Total this year, 49,048 10,367 145,703 56,909
Previous week, 42,965 10,162 145,048 51,943
Year ago, 33,042 10,478 140,142 91,886
Two years ago, 38,599 8,109 174,988 75,341

SHIPMENTS.

	Cattle.	Calves.	Hogs.	Sheep.
Mon., Feb. 12	4,752	259	7,814	4,338
Tues., Feb. 13	1,747	79	4,132	2,260
Wed., Feb. 14	3,372	104	6,404	.....
Thurs., Feb. 15	1,062	342	5,561	3,794
Fri., Feb. 16	100	.....	3,108	1,136
Sat., Feb. 17	100	.....	500	1,000

Total this week, 12,758 884 27,519 12,548
Previous week, 11,503 826 27,632 12,009
Year ago, 10,430 531 14,381 27,315
Two years ago, 10,761 887 35,304 22,462

Total receipts for month and year to Feb. 17, with comparisons:
—February—
1934. 1933. 1934. 1933.
Cattle 102,176 80,097 316,511 230,418
Calves 23,629 18,014 77,132 45,190
Hogs 310,064 331,141 1,230,567 1,036,986
Sheep 231,186 210,210 523,758 580,476

WEEKLY AVERAGE PRICE OF LIVESTOCK.

	Cattle.	Hogs.	Sheep.	Lambs.
Week ended Feb. 17	\$ 5.60	\$ 4.50	\$ 4.35	\$ 9.45
Previous week	5.45	4.25	4.25	9.10
1933	4.80	3.60	2.30	5.75
1932	6.35	3.80	2.75	6.05
1931	8.20	6.00	3.75	8.20
1930	12.30	10.75	10.75	10.75
1929	11.45	10.20	7.35	16.40

Av. 1929-1933 \$ 8.65 \$ 7.05 \$ 4.20 \$ 9.40

RECEIPTS AT CENTERS

SATURDAY, FEBRUARY 17, 1934.

	Cattle.	Hogs.	Sheep.
Chicago	200	14,000	5,000
Kansas City	150	850	300
Omaha	150	2,000	2,000
St. Louis	150	2,500	50
St. Joseph	100	1,000	700
Sioux City	100	1,000	1,000
St. Paul	350	1,500	1,800
Fort Worth	50	100	50
Denver	500	300	4,800
Louisville	300	500	200
Wichita	200	500	100
Indianapolis	100	2,000	100
Pittsburgh	1,000	100	100
Cincinnati	2,100	100	100
Buffalo	100	1,500	100
Nashville	100	400	300
Oklahoma City	100	300	100

MONDAY, FEBRUARY 19, 1934.

Chicago	15,000	40,000	16,000
Kansas City	13,000	5,000	8,000
Omaha	10,500	13,000	5,500
St. Louis	3,000	9,000	1,500
St. Joseph	2,500	6,500	3,500
Sioux City	5,000	8,500	5,000
St. Paul	3,500	5,000	6,500
Fort Worth	2,200	1,000	600
Milwaukee	900	1,200	100
Denver	1,900	2,500	5,800
Louisville	400	500	200
Wichita	300	900	600
Indianapolis	800	5,000	500
Pittsburgh	400	3,300	500
Cincinnati	1,300	5,000	500
Buffalo	1,200	7,400	3,000
Cleveland	700	2,700	1,500
Nashville	300	500	200
Oklahoma City	1,500	1,200	200

TUESDAY, FEBRUARY 20, 1934.

Chicago	8,000	25,000	15,000
Kansas City	6,500	4,000	10,000
Omaha	7,500	17,000	6,000
St. Louis	3,500	11,500	2,000
St. Joseph	2,000	6,500	2,500
Sioux City	3,000	12,500	4,000
St. Paul	2,500	6,500	1,500
Fort Worth	1,400	800	500
Milwaukee	900	1,400	200
Denver	900	1,300	3,800
Louisville	500	900	300
Wichita	400	900	600
Indianapolis	1,500	7,000	500
Pittsburgh	400	600	100
Cincinnati	200	400	100
Buffalo	100	2,000	100
Cleveland	200	1,300	400
Nashville	200	400	200
Oklahoma City	1,000	500	200

WEDNESDAY, FEBRUARY 21, 1934.

Chicago	13,000	28,000	9,000
Kansas City	6,500	4,500	9,000
Omaha	6,500	17,000	5,500
St. Louis	2,300	8,500	2,300
St. Joseph	2,100	6,500	4,200
Sioux City	3,000	15,000	3,500
St. Paul	2,600	9,500	5,500
Fort Worth	1,500	1,000	700
Milwaukee	800	2,000	200
Denver	900	1,100	5,100
Louisville	300	600	300
Wichita	700	900	500
Indianapolis	1,200	6,000	1,200
Pittsburgh	100	1,200	300
Cincinnati	600	4,500	400
Buffalo	200	2,600	500
Cleveland	300	2,100	300
Nashville	500	900	200
Oklahoma City	900	500	100

THURSDAY, FEBRUARY 22, 1934.

Chicago	6,000	23,000	10,000
Kansas City	3,300	15,000	6,000
Omaha	2,500	3,500	4,000
St. Louis	1,400	7,500	2,500
St. Joseph	6,200	6,000	1,500
Sioux City	2,500	12,000	3,000
St. Paul	2,100	6,000	1,000
Fort Worth	800	800	500
Milwaukee	700	1,200	100
Denver	300	1,500	1,800
Louisville	500	1,000	400
Wichita	500	1,000	400
Indianapolis	700	5,000	2,000
Pittsburgh	200	800	800
Cincinnati	600	2,000	300
Buffalo	200	1,400	100
Cleveland	200	2,100	400
Nashville	100	500	100
Oklahoma City	1,200	1,000	700

FRIDAY, FEBRUARY 23, 1934.

Chicago	2,000	24,000	9,000
Kansas City	1,800	4,000	3,000
Omaha	1,600	13,000	5,000
St. Louis	800	8,500	1,000
St. Joseph	1,000	7,500	3,500
Sioux City	1,600	12,500	2,000
St. Paul	2,200	10,000	2,000
Fort Worth	900	1,000	700
Denver	300	1,700	5,000
Wichita	300	1,200	300
Indianapolis	300	4,000	1,000
Pittsburgh	100	800	100
Cincinnati	800	3,800	100
Buffalo	500	2,700	200
Oklahoma City	1,000	1,500	100

LIVESTOCK PRICES AT LEADING MARKETS.

Livestock prices at five leading Western markets, Thursday, Feb. 22, 1934, as reported by the U. S. Bureau of Agricultural Economics:

	CHICAGO.	E. ST. LOUIS.	OMAHA.	KANS. CITY.	ST. PAUL.
Hogs (Soft or oily hogs and roasting pigs excluded):					
Lt. lt. (140-160 lbs.) gd-ch.	\$3.90@ 4.35	\$3.80@ 4.60	\$3.25@ 4.10	\$3.50@ 4.35	\$3.65@ 4.30
Lt. wt. (160-180 lbs.) gd-ch.	4.15@ 4.50	4.35@ 4.70	4.40@ 4.25	4.00@ 4.45	4.20@ 4.30
(180-200 lbs.) gd-ch.	4.40@ 4.55	4.65@ 4.75	4.10@ 4.30	4.30@ 4.45	4.25@ 4.30
Med. wt. (200-220 lbs.) gd-ch.	4.45@ 4.55	4.60@ 4.75	4.25@ 4.35	4.35@ 4.45	4.25@ 4.30
(220-250 lbs.) gd-ch.	4.45@ 4.60	4.55@ 4.70	4.25@ 4.35	4.35@ 4.45	4.20@ 4.40
Hvy. wt. (250-290 lbs.) gd-ch.	4.45@ 4.55	4.40@ 4.55	4.25@ 4.30	4.30@ 4.45	4.10@ 4.30
(290-350 lbs.) gd-ch.	4.30@ 4.50	4.20@ 4.45	4.00@ 4.25	4.20@ 4.40	3.90@ 4.20
Pkg. sows (275-500 lbs.) med-ch.	4.00@ 4.15	3.65@ 3.90	3.65@ 3.80	3.80@ 4.00	3.40@ 3.60
(350-425 lbs.) good	3.90@ 4.10	3.60@ 3.85	3.60@ 3.70	3.65@ 3.85	3.25@ 3.50
(425-550 lbs.) good	3.80@ 4.00	3.50@ 3.75	3.50@ 3.65	3.50@ 3.70	3.15@ 3.40
(275-550 lbs.) good	3.75@ 4.00	3.40@ 3.75	3.40@ 3.65	3.45@ 3.70	3.15@ 3.50
Str. pigs (100-130 lbs.) gd-ch.	3.00@ 3.90	2.50@ 3.40	2.50@ 3.50	2.50@ 4.00	2.50@ 3.50
Av. cost & wt. Wed. (Pigs excl.)	4.40-227 lbs.	4.27-206 lbs.	4.10-212 lbs.	4.27-239 lbs.	.....

Slaughter Cattle and Calves:

	CHICAGO.	E. ST. LOUIS.	OMAHA.	KANS. CITY.	ST. PAUL.
STEERS (900-900 LBS.):					
Choice	7.00@ 7.50	6.50@ 6.85	6.50@ 7.00	6.35@ 6.85	6.50@ 7.50
Good	6.25@ 7.00	5.75@ 6.50	5.75@ 6.50	5.50@ 6.35	5.75@ 6.50
Medium	5.00@ 6.25	4.50@ 5.75	5.00@ 5.75	4.65@ 5.50	4.75@ 5.85
Common	4.00@ 5.00	3.75@ 4.50	3.50@ 5.00	3.75@ 4.65	3.25@ 4.75
STEERS (900-1100 LBS.):					
Choice	6.25@ 7.35	6.25@ 6.85	6.25@ 7.00	6.00@ 6.75	6.00@ 6.85
Good	5.50@ 6.75	5.50@ 6.50	5.50@ 6.50	5.25@ 6.50	5.25@ 6.25
Medium	5.00@ 6.25	4.50@ 5.75	4.50@ 5.75	4.50@ 5.75	4.50@ 5.85
Common	4.00@ 5.00	3.50@ 4.50	3.50@ 5.00	3.75@ 4.65	3.25@ 4.75
STEERS (1100-1300 LBS.):					
Choice	6.25@ 7.25	5.50@ 6.50	5.25@ 6.75	5.15@ 6.50	5.35@ 6.65
Good	5.00@ 6.25	4.75@ 6.25	4.50@ 6.25	4.50@ 6.00	4.75@ 5.85
Medium	4.50@ 5.50	3.75@ 5.50	3.75@ 5.25	4.00@ 5.25	3.86@ 5.00
STEERS (1300-1500 LBS.):					
Choice	5.50@ 6.75	5.00@ 5.75	4.75@ 6.00	4.65@ 5.75	4.85@ 5.85
Good	4.50@ 6.00	4.00@ 5.50	3.75@ 5.25	4.00@ 5.15	4.00@ 5.35

HEIFERS (550-850 LBS.):

Choice	6.00@ 6.75	6.00@ 6.50	5.65@ 6.00	5.50@ 6.25	5.75@ 6.50
Good	5.25@ 6.00	5.00@ 6.00	4.65@ 5.65	4.65@ 5.65	5.00@ 5.75
Medium	3.50@ 5.25	3.00@ 5.00	3.00@ 4.65	3.00@ 4.75	3.00@ 5.00
Common	5.00@ 6.50	.....	4.50@ 5.85	4.65@ 6.10	4.65@ 6.25
COWS:					
Choice	3.50@ 5.00	.....	3.00@ 4.50	3.00@ 4.65	3.00@ 5.00
Good	3.50@ 4.00	3.25@ 4.00	3.50@ 4.00	3.25@ 3.75	3.15@ 3.65
Com-med.	3.00@ 3.50	2.60@ 3.25	2.75@ 3.50	2.75@ 3.25	2.75@ 3.25
Low cutter and cutter	1.75@ 3.00	1.25@ 2.60	1.65@ 2.75	1.75@ 2.90	1.35@ 2.75
BULLS (YRLS. EX. BEEF):					
Good-choice	3.10@ 3.65	3.00@ 3.50	2.75@ 3.35	3.00@ 3.25	2.65@ 3.00
Cul-med.	2.75@ 3.50	2.25@ 3.25	2.30@ 3.00	2.00@ 3.00	2.00@ 2.75
VEALERS (MILK-FED):					
Good-choice	5.75@ 7.25	5.50@ 7.00	4.50@ 6.00	5.00@ 6.50	5.25@ 7.00
Medium	5.00@ 5.75	4.50@ 5.50	3.50@ 4.50	4.00@ 5.00	4.25@ 5.25
Cul-med.	4.00@ 5.00	2.50@ 4.50	2.50@ 3.50	2.50@ 4.00	2.50@ 4.25
CALVES (350-500 LBS.):					
Good-choice	4.00@ 5.00	4.50@ 5.50	3.25@ 4.50	3.75@ 5.00	4.50@ 6.00
Cul-med.	3.00@ 4.00	2.50@ 4.50	2.00@ 3.25	2.25@ 3.75	3.00@ 4.50

Slaughter Sheep and Lambs:

LAMBS:					
(90 lbs. down) gd-ch.	8.90@ 9.75	9.00@ 10.00	9.10@ 9.50	8.50@ 9.40	8.90@ 9.50
Com-med.	7.25@ 9.15	6.00@ 9.25	7.00@ 9.10	6.50@ 8.50	6.50@ 8.90
(90-98 lbs.) gd-ch.	8.50@ 9.65	8.75@ 10.00	9.00@ 9.50	8.25@ 9.40	8.65@ 9.50
YEARLING WETHERS:					
(90-110 lbs.) gd-ch.	6.50@ 8.75	6.75@ 8.50	6.00@ 8.00	6.25@ 7.75	6.50@ 8.25
Medium	5.50@ 6.75	5.50@ 6.75	5.00@ 6.00	5.00@ 6.25	5.25@ 6.75
EWES:					
(90-120 lbs.) gd-ch.	4.50@ 5.75	4.25@ 5.50	3.50@ 5.60	4.25@ 5.25	4.00@ 5.25
(120-150 lbs.) gd-ch.	3.75@ 5.50	3.75@ 5.35	3.25@ 5.60	4.00@ 5.00	3.50@ 5.25
(All weights) com-med.	3.00@ 4.50	2.75@ 4.25	2.25@ 3.50	2.00@ 4.25	2.50@ 4.00

SLAUGHTER REPORTS

Special reports to THE NATIONAL PROVISIONER show the number of livestock slaughtered at 16 centers for the week ended February 17, 1934:

	CATTLE.	WEEK ended Feb. 17.	PREV. week.	COR. week.
Chicago	35,000	31,538	24,477	1893.
Kansas City	26,220	23,763	19,240	
Omaha	21,848	19,018	15,610	
East St. Louis	17,818	16,135	12,132	
St. Joseph	9,308	7,697	5,800	
Sioux City	10,841	9,627	8,543	
Wichita	2,833	2,594	1,930	
Fort Worth	6,398	4,050	3,110	
Philadelphia	1,787	1,771	2,155	
Indianapolis	2,091	1,994	1,596	
New York & Jersey City	10,028	9,678	8,346	
Oklahoma City	4,483	4,382	4,968	
Cincinnati	3,591	3,681	3,421	
Denver	2,906	2,822	2,078	
St. Paul	10,513	9,442	9,732	
Milwaukee	3,804	3,910	3,487	
Total	169,267	162,062	128,331	

HOGS.

Chicago	105,641	84,475	139,264
Kansas City	36,761	34,551	57,064
Omaha	52,778	22,326	40,858
East St. Louis	28,024	25,074	28,573
St. Joseph	23,748	15,506	16,647
Sioux City	38,145	16,724	29,003
Wichita	5,267	4,477	10,413
Fort Worth	7,437	5,320	5,689
Philadelphia	17,567	17,064	20,046
Indianapolis	12,910	11,888	14,642
New York & Jersey City	44,941	45,629	53,241
Oklahoma City	6,624	4,379	11,067

Cincinnati	14,649	17,696	12,387
Denver	5,715	6,049	9,496
St. Paul	23,210	18,085	39,866
Milwaukee	6,243	5,643	11,456
Total	388,365	332,874	499,745

CHICAGO SECTION

Jay E. Decker, president, Jacob E. Decker & Sons, Mason City, Iowa, was a visitor in Chicago during the past week.

Purchases of livestock at Chicago by principal packers for the first four days of this week totaled 22,225 cattle, 5,178 calves, 61,056 hogs, 30,071 sheep.

Frank W. Loucks has been appointed district manager of Armour and Company's branch houses in the New York district and O. C. Willis of the Boston territory branch houses.

Provision shipments from Chicago for the week ended Feb. 17, 1934, with comparisons, were as follows:

	Week Feb. 17.	Previous week.	Same week '33.
Cured Meats, lbs.,	21,109,000	21,318,000	17,551,000
Fresh Meats, lbs.,	46,417,000	50,082,000	43,654,000
Lard, lbs.,	5,570,000	4,178,000	6,308,000

John Holmes, vice president, Swift & Co., Chicago, W. R. Sinclair, vice president, Kingan & Co., Indianapolis, and J. C. Stentz, treasurer, John Morrell & Co., Ottumwa, Ia., were in Washington last week as representatives of the provision committee of the Institute of American Meat Packers.

Reports from Denver indicate that the condition of Joseph P. Murphy, general manager of the Cudahy Packing Company's plant at Denver, is steadily improving. He had a recent set-back due to his eagerness to be about again, but under doctor's orders is now progressing favorably.

Gilbert L. Lock, frequently referred to as the "dean of Armour and Company's dry sausage department," closed a 44-year career in the packing business last week and retired on pension. He has not announced any definite plans for the future, beyond taking things easy at his home in Chicago for the next few months.

R. E. Stringfellow, formerly district manager of Armour and Company branch houses in the Atlanta, Georgia, territory has been appointed territorial sales supervisor with headquarters in the Chicago general office. He will have supervision over the branch districts of Atlanta, Ft. Worth, Lynchburg, Oklahoma City, St. Louis, Dallas wholesale market and Ft. Worth wholesale market.

IMPROVED CASING SERVICE.

In the interests of better service to meat packers and sausage manufacturers, S. Oppenheimer & Co., Inc., casing manufacturers, have moved their New York offices to 110 Hudson st. and have taken new space for their casing operations. Modern facilities will enable them to render better service and furnish improved product to their clients. New, improved methods for handling casings have been utilized and provision made for storage under full refrigeration.

NAT. LEATHER HAS GOOD YEAR.

Profit of National Leather Company for the year ended December 29, 1933, amounted to \$1,337,672.41, after deducting expenses, interest, taxes and depreciation and inventories valued at cost or market, whichever was lower.

Heavy losses of recent years, resulting from the continuous decline in value of products stopped after the first quarter of 1933 and leather prices advanced materially, it is pointed out. "This resulted in more than ordinary profits, as we owned a normal inventory on the low market basis," President Albert F. Hunt said in his letter to the shareholders dated February 23, 1934.

"The quality of our products has met with an increasing demand from our customers," Mr. Hunt continued, "and the result of this, coupled with larger consumption, has been that 1933 was one of our largest years in unit volume."

"At the close of the year, profits were materially reduced co-incidental with increased costs of materials and labor and a seasonal drop in the demand for leather, but we are hopeful that the improvement in employment and a more general prosperity will continue to provide buying power for our products at these increased costs and at a profit."

Current assets of the company are listed at \$8,464,373.88 and current liabilities at \$1,202,305.43. The company's deficit on December 30, 1932, amounted to \$10,168,629.11 which was further enhanced by writing down the book value of England, Walton & Co., Inc., a subsidiary dissolved during the year. After deducting the net profit for 1933, the deficit as of December 29, 1933, amounted to \$9,580,820.61.

Officers of the company are Geo. H. Swift, chairman of the board of directors; Albert F. Hunt, president; H. N. Goodspeed, vice president; W. W. Sherman, treasurer; and R. H. Benedict, secretary and assistant treasurer. The directors are Geo. H. Swift, Albert F. Hunt, H. N. Goodspeed, W. W. Sherman and R. H. Benedict. The office of the organization is in Portland, Maine.

FINANCIAL NOTES.

Directors of John Morrell & Co., Ottumwa, Iowa, have declared a quarterly dividend of 75c per share upon its common stock, payable March 15 to stock of record at the close of business February 26, 1934. This established the stock on a \$3.00 annual dividend basis.

Net profit of United States Cold Storage Corporation for 1933 amounted to \$46,875 compared with \$41,568 the previous year. During the first five months of the year a loss of \$106,621 was reported which was eliminated by a profit of \$153,496 in the final seven months of the period. Tonnage re-

ceived at all points was approximately 35,000,000 lbs. greater than in 1932, amounting to 275,193,860 lbs.

Net income of the National Tea Co. for the year ended December 31, 1933, totaled \$1,180,390. This compares with a net income of \$899,054 in 1932. Sales for the year totaled \$64,973,576 as compared with \$65,657,249 in 1932, a decrease of 1.04 per cent. This compares with a 2.4 per cent decline in retail food prices measured by the U. S. Bureau of Labor Statistics. At the close of 1933 the company had 1,299 stores in operation of which 372 were combination grocery and meat markets, compared with 1,389 stores for 1932 of which 302 were combined meat and grocery stores.

Preliminary annual statement of General Foods Corporation and subsidiaries for 1933 shows net earnings of approximately \$11,000,000 after all charges and expenses, and provision for income taxes. This is equal to about \$2.10 a share on the 5,251,468 shares of the company's no par value common stock outstanding at the close of the year. This compares with net earnings of \$10,343,882 for the previous year, equivalent to \$1.97 a share on 5,251,501 shares outstanding December 31, 1932.

PACKER AND FOOD STOCKS.

Price ranges of packers', leather companies', chain stores' and food manufacturers' listed stocks, Feb. 22, 1934, or nearest previous date, with number of shares dealt in during week, and closing prices, on Feb. 15, 1934:

	Sales, Week ended Feb. 22.	High. Feb. 22.	Low. Feb. 22.	—Close— Feb. 15.
Amal. Leather.	500	5 1/4	5 1/4	5 1/4
Do. Pfd.	...	...	...	28 1/2
Amer. H. & I.	500	9 1/4	9 1/4	9 1/4
Do. Pfd.	200	30	30	30 1/4
Amer. Stores.	200	42 1/2	42 1/2	43
Armour A.	124,800	6 1/2	6 1/2	6 1/2
Do. B.	24,550	3 1/4	3 1/4	3 1/4
Do. Ill. Pfd.	35,100	63 1/2	62 1/2	62 1/2
Do. Del. Pfd.	200	80	80 1/2	80 1/2
Beechnut Pack.	700	60	59 1/2	59 1/2
Bohack, H. C.	...	...	...	13 1/2
Do. Pfd.	...	...	...	20
Brennan Pack.	...	...	...	19
Do. Pfd.	...	...	...	50
Chick. Co. Oil.	4,100	30	29	30
Childs Co.	19,100	11 1/4	11 1/4	11 1/4
Cudahy Pack.	2,900	48 1/2	48	48 1/2
First Nat. Strs.	4,700	60 1/2	59 1/2	60 1/2
Gen. Foods	7,100	35 1/2	35	35 1/2
Gobel Co.	23,800	8 1/4	8	8 1/4
Gr. A. & P. 1st Pfd.	90	123 1/2	122	123 1/2
Do. New	100	146	146	146 1/2
Hormel, G. A.	100	18	17 1/2	17 1/2
Hygrade Food.	1,900	5 1/4	5 1/4	5 1/4
Kroger G. & B.	21,500	32 1/2	32	32 1/2
Libby McNeill.	22,650	5 1/2	5 1/2	5 1/2
McMarr Stores.	...	...	...	4 1/2
Mayer, Oscar.	...	...	...	8 1/2
Michelberry Co.	1,000	3	3	3
M. & H. Pfd.	...	...	...	10 1/2
Morrell & Co.	1,200	48 1/2	48 1/2	48 1/2
Nat. Fd. Pd. A.	...	...	...	13
Do. B.	...	...	...	1 1/2
Nat. Leather	1,900	17 1/2	17 1/2	17 1/2
Nat. Tea	7,600	17 1/2	17 1/2	17 1/2
Proc. & Gamb.	6,300	39 1/2	38 1/2	38 1/2
Do. Pr. Pfd.	1,300	103 1/2	103 1/2	104 1/2
Rath Pack.	150	25	25	25
Safeway Strs.	5,000	54 1/2	54 1/2	54 1/2
Do. 9 1/2 Pfd.	5,000	97 1/2	97 1/2	96 1/2
Do. 7 1/2 Pfd.	6,350	104	103	104
Stahl Meyer	100	5 1/2	5 1/2	5 1/2
Swift & Co.	20,450	18 1/2	18 1/2	17 1/2
Do. Intl.	6,450	27 1/2	27 1/2	27 1/2
Trunz Pork	...	...	...	33 1/2
U. S. Cold Stor.	...	...	...	10 1/2
U. S. Leather.	3,800	11	10 1/2	11
Do. A.	2,500	18 1/2	18 1/2	17 1/2
Do. Pr. Pfd.	100	75	75	75
Wesson Oil	7,700	27 1/2	24 1/2	26 1/2
Do. Pfd.	800	58 1/2	58 1/2	58 1/2
Wilson & Co.	14,200	8 1/2	8 1/2	8 1/2
Do. A.	35,100	22 1/2	21 1/2	21 1/2
Do. Pfd.	10,500	74	72 1/2	73 1/2

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F. C. ROGERS, INC.

NINTH AND NOBLE STREETS
PHILADELPHIA

PROVISION BROKER

HARRY K. LAX, General Manager

Member of New York Produce Exchange
and Philadelphia Commercial Exchange

Letters to the Editor

Constructive comments and interesting information invited for this column. Anonymous communications will be ignored.

REDUCING HOG SUPPLIES.

Los Angeles, Calif., Feb. 19, 1934.

Editor THE NATIONAL PROVISIONER:

Officials of the Agricultural Adjustment Administration report active co-operation from farmers in agreeing to downward adjustment in hog production. This is especially true in the Middle West, where thousands of farmers have signed contracts with the federal government, promising to reduce hog production by at least twenty-five per cent during 1934.

It therefore seems very certain that we may depend upon a considerable reduction in our hog supplies in 1934-1935. Yet it is not reasonable to assume that there is any danger of a shortage of pork at a fair price. Buying power continues to gain, and students of business conditions generally are of the opinion that we will see continued improvement. Hog prices have advanced sharply during the past few weeks, and the trade is optimistically looking forward to further price gains as the year advances.

In all matters of this kind we must figure with the human element. Some hog raisers no doubt are signing contracts with the idea of turning their surplus sows over to relatives, or arranging with other parties to handle the hogs during the period of the government contract.

Such an attitude is plainly against the spirit of the agreement. However, while there may be such instances, it would manifestly not be on a big scale even if many contractors were so inclined, as it would hardly pay to set up new equipment needed in farrowing pigs and feeding stock for a short term proposition.

Supervision and Regulation.

Up until this time all federal crop reduction agreements have been made upon a purely voluntary basis. However, there is much discussion now which may lead to compulsory reduction, which would undoubtedly bring us to a license system. Such planned agriculture has been followed in certain European countries for many years. At

first thought, such a scheme may sound radical, yet it does seem that in some manner we must work out a better system for regulating production.

Under our present set-up, under which America has developed new territory within her own boundaries, individuals have done pretty much as they pleased. It is difficult for most of us to believe that a change is necessary. Yet we look back upon the sharp fluctuations in market supplies and attendant fluctuations in prices and must realize that our system has not been perfect.

We are just beginning to emerge from one of our most serious depressions. Possibly the fire we have come through has tempered American individuals to a point where we are more open minded on the value of reasonable supervision and regulation.

Yours truly,

J. A. McNAUGHTON.

DEFENDS ST. LOUIS PACKERS.

A prospective reduction of carload rates on packinghouse products from cities in the Missouri River district to territory east of the Illinois-Indiana state line would seriously and permanently injure the business of meat packers and livestock markets in the St. Louis district, unless their rates were similarly reduced.

This is the contention of the St. Louis Chamber of Commerce in a petition to the Interstate Commerce Commission for the right to intervene and be heard in proceedings for reargument of cases involving rates for the Missouri River district.

Cancellation of the proposed increased carload rates on packinghouse products from interior Iowa and Southern Minnesota points to territory east of the Illinois-Indiana state line was made in a decision rendered in November, 1933, holding that the existing rates from interior Iowa points were unduly prejudicial to certain Missouri River cities. According to the Commission, rates for these cities should be brought down to place them on a proper relationship with those from interior Iowa points. The Commission ordered a reopening of the proceedings for reargument, and the St. Louis Chamber of Commerce now intervenes in behalf of packers and markets in its territory.

PAULIN HEADS RICHTER PLANT.

A. William Paulin, recently elected president of Richter's Food Products, Inc., Chicago, was the guest of honor at a dinner party on Tuesday evening, February 13, in the Graemere Hotel. The party was given by the directors and employees of Richter's Food Products, Inc., as a testimonial to Mr. Paulin and a toast to his success in his new duties as president of the company.

There were more than four hundred guests, including Ernie Freed, Armour and Company; Chester Bowman, Dold Packing Co.; E. Olson, Wilson & Company; George Maier, Maier & Co.; Chas. Kaiser, Secretary Retail Meat Dealer's association; D. J. Gallagher, broker; Chas. Dodge, president, Globe Company; and William Russell, president, Drovers Packing Co. At the speaker's table were: Judge John J. Sullivan, toastmaster, and Mrs. Sullivan; A. Wm. Paulin, president Richter's Food Products, Inc., and Mrs. Paulin; Mrs. Bruno Richter, vice president Richter's Food Products; Simon Karsten, director, Richter's Food Products and Mrs. Karsten; M. J. Hogan, director, Richter's Food Products; A. H. Broman of Broman Brothers, and Mrs. Broman; Mr. and Mrs. Frank Eager, Richter's Food Products; H. F. Claussen, Armour and Company, and Mrs. Claussen; O. Rhodius Elofson.

HIDE MEN HAVE DINNER.

The Hide & Leather Association of Chicago held a Washington's Birthday party at the Medinah Michigan Avenue Club on February 19th, under the direction of the new and popular president, Tom Gibbons, of Cudahy Packing Co., who was assisted by Fred Lump, of Armour Leather Co., chairman of the committee on entertainment. Following the dinner and entertainment the members and guests listened to addresses by Kurt Stein, of Leo. G. Stein & Co., Jas. F. Bowers, Jr., of N. W. Ayer & Son, and judge James J. Kelly of the Superior Court. The meeting closed with a toast to George Washington and the singing of the "Star Spangled Banner."

Considerable progress was reported by the membership committee, ten new members having been secured since the last dinner in December. The recent change in the name of the organization was in recognition of larger participation by the hide trade, and the association extends a cordial invitation to all packer hide men to join.

CHICAGO PROVISION MARKETS

Reported by THE NATIONAL PROVISIONER DAILY
MARKET SERVICE

FUTURE PRICES.

SATURDAY, FEBRUARY 17, 1934.

	Open.	High.	Low.	Close.
LARD—				
May (Old) 6.20	6.25	6.20	6.25ax	
May 6.75	6.75	6.70	6.70-6.72½	
July 6.80	6.82½	6.77½	6.77½-6.80	
Sept. 7.00-6.95	7.00	6.95	7.00ax	
CLEAR BELLIES—				
May (Old)			7.50b	
May 8.45	8.47½	8.45	8.12½b	
July 8.45			8.47½	

MONDAY, FEBRUARY 19, 1934.

	Open.	High.	Low.	Close.
LARD—				
May (Old) 6.20	6.20	6.15	6.15	
May 6.70	6.70	6.65	6.65	
July 6.75	6.75	6.70	6.70b	
Sept. 6.97½	6.97½	6.90	6.92½ax	
CLEAR BELLIES—				
May (Old)			7.50n	
May 8.12½			8.12½b	
July 8.47½			8.47½	

TUESDAY, FEBRUARY 20, 1934.

	Open.	High.	Low.	Close.
LARD—				
May (Old) 6.07½	6.10	5.95	6.00	
May 6.57½	6.62½	6.37½	6.50ax	
July 6.65	6.67½	6.47½	6.55-52½	
Sept. 6.77½	6.87½	6.72½	6.77½ax	
CLEAR BELLIES—				
May (Old)			7.45n	
May 8.12½	8.12½	8.07½	8.07½	
July 8.47½	8.47½	8.45	8.45ax	

WEDNESDAY, FEBRUARY 21, 1934.

	Open.	High.	Low.	Close.
LARD—				
May (Old) 6.00	6.07½	5.97½	6.05ax	
May 6.47½	6.52½	6.45	6.52½	
July 6.52½	6.62½	6.52½	6.60b	
Sept. 6.77½	6.82½	6.72½	6.80	
CLEAR BELLIES—				
May (Old)			7.47½ax	
May 8.05			8.05ax	
July 8.40x			8.40n	

THURSDAY, FEBRUARY 22, 1934.

HOLIDAY.

FRIDAY, FEBRUARY 23, 1934.

	Open.	High.	Low.	Close.
LARD—				
May (Old) 6.15	6.25	6.15	6.22½	
May 6.75	6.80	6.70	6.75	
July 6.82½	6.85	6.67½	6.80ax	
Sept. 6.97½	7.07½	6.97½	6.97½	
CLEAR BELLIES—				
May (Old)			7.47½n	
May 8.05			8.05b	
July 8.40n			8.40n	

Key: ax, asked; b, bid; n, nom; —, split.

GOVT. D. S. AND S. P. STOCKS.

All the dry salt pork resulting from the emergency pig and sow slaughter campaign conducted by the government last fall has been shipped from packing plants. Stocks of sweet pickled meats held in packinghouses for government account totaled 64,480,000 lbs. on February 17, 1934. This is a decrease of 2.6 per cent when compared with two weeks earlier.

PURE VINEGARS

A. P. CALLAHAN & COMPANY

2407 SOUTH LA SALLE STREET

CHICAGO, ILL.

CASH PRICES.

Based on actual carlot trading Thursday,

February 22, 1934.

REGULAR HAMS.

	Green Standard.	Sweet Pickled Standard.	Fancy.
8-10	11¼	11	11¼
10-12	11¼	11	11¼
12-14	11¼	10¾	10¾
14-16	11¼	10¾	10¾
16-18 range	11¼		

BOILING HAMS.

	Green Standard.	Sweet Pickled Standard.	Fancy.
16-18	11¼	10¾	11
18-20	11¼	10¾	11
20-22	11¼	10¾	11
22-24 range	11¼		

SKINNED HAMS.

	Green Standard.	Sweet Pickled Standard.	Fancy.
10-12	12	11¼	11¼
12-14	12	11¼	11¼
14-16	12	11	11¼
16-18	12	10¾	11¼
18-20	11½	9¾	10¾
20-22	10¾	9	9¾
22-24	10	8¾	
24-26	9	8	
26-30	8½	7¾	
30-35	8	7	

PICNICS.

	Green Standard.	Sweet Pickled Standard.	Sh. Shank.
4-6	7¾	7¾	8¼
6-8	7¾	7¾	8¼
8-10	7¾	7¾	8¼
10-12	7¾	7¾	8¼
12-14	7¾	7¾	8¼

BELLIES.

	Green Sq. Sdls.	S.P. Cured Dry Cured.
6-8	11¼	11
8-10	11	10¾
10-12	10¾	10¾
12-14	10¾	10¾
14-16	9¾	9¾
16-18	9¾	9

*D. S. BELLIES.

	Standard.	Fancy.	Rib
14-16	8¼		
16-18	8¼	8¾	
18-20	8¼	8¾	
20-25	8	8½	
25-30	8	8½	
30-35	7¾	7¾	
35-40	7¾	7¾	
40-50	7¾	7¾	
50-60	7	7	

*New but fully cured.

D. S. FAT BACKS.

	Standard.	Fancy.	Export Trim.
8-10	5¼		5¼
10-12	5¼		5¼
12-14	6		6¼
14-16	6		7
16-18	7		7¼
18-20	7¼		7¼
20-25	7¼		7¼

OTHER D. S. MEATS.

Extra short clears	35-45	7¼n
Extra short ribs	35-45	7¼n
Regular plates	6-8	5¼
Clear plates	4-6	4¾
Jowl butts		4¾
Green square jowls		5
Green rough jowls		5

LARD.†

Prime steam, cash	6.30
Prime steam, loose	6.00
Refined, boxes—N. Y. export only	6.00
Neutral, in tierces	6.00
Raw leaf	6.25

†Prices of Wednesday, February 21.

SPICES.

(These prices are basis f.o.b. Chicago.)

	Whole.	Ground.
Allspice	8¼	10¼
Cinnamon	12	18
Cloves	13½	18
Coriander	7	8¼
Ginger		10
Mace, Banda	47	84
Nutmeg		16
Pepper, black	12	13½
Pepper, Cayenne		21
Pepper, red		16
Pepper, white	18	20

CURED MEAT PRICES.

Cured pork prices at Chicago for January, 1934, with comparisons, are reported by the Bureau of Agricultural Economics as follows:

CURED PORK AND PORK PRODUCTS.

	Jan. 1934.	Dec. 1933.	Jan. 1933.
Hams, smoked, reg. No. 1—			
8-10 lbs. av.	\$13.75	\$14.12	\$11.38
10-12 lbs. av.	13.17	13.72	11.06
12-14 lbs. av.	13.08	13.22	10.38
14-16 lbs. av.	13.58	13.66	9.88
Hams, smoked, reg. No. 2—			
8-10 lbs. av.	12.67	12.34	9.88
10-12 lbs. av.	12.43	12.10	9.88
12-14 lbs. av.	11.75	12.10	9.25
14-16 lbs. av.	12.50	12.62	9.25
Hams, smoked, skinned, No. 1—			
16-18 lbs. av.	13.45	14.00	11.00
18-20 lbs. av.	12.85	13.00	11.00
Hams, smoked, skinned, No. 2—			
16-18 lbs. av.	11.98	12.13	9.56
18-20 lbs. av.	11.55	11.88	9.50
Bacon, smoked, No. 1, dry cure—			
6-8 lbs. av.	15.60	15.88	13.00
8-10 lbs. av.	15.40	15.50	12.50
Bacon, smoked, No. 1, S. P. cure—			
8-10 lbs. av.	13.00	12.85	10.50
10-12 lbs. av.	12.85	12.85	9.50
Picnics, smoked—			
4-8 lbs. av.	9.65	9.78	6.06
Backs, dry salt—			
12-14 lbs. av.	5.75	6.44	4.98
LARD.			
Refined, hardw. tubs.	6.32	6.25	5.00
Substitutes	7.00	7.00	5.34
Refined, 1-lb. cartons.	6.82	6.75	6.38

RELIEF MEAT.

Shipments of meat and other foods by the Federal Surplus Relief Corporation during January totaled nearly 129½ million pounds. Included in this were 9,257,939 lbs. of salt pork, 28,702,450 lbs. of smoked pork, 4,581,828 lbs. of canned beef, 18,463,998 lbs. of butter and 1,920,550 lbs. of cheese.

CURING MATERIALS.

	Cwt.	Sacks.
Nitrite of soda, per 100 lbs. (1 to 4 bbl. delivered)	\$9.08	
(5 or more bbls. per 100 lbs. delivered)	8.93	
Salt peter, 1 to 4 bbls. f.o.b. N. Y.:		
Dbl. refined granulated	6.12½	5.90
Small crystals	7.12½	6.90
Medium crystals	7.50	7.25
Large crystals	7.87½	7.25
Dbl. refd. gran. nitrate of soda	3¾	3.25
Salt, per ton, in carlots, f.o.b. Chicago:		
Granulated, air dried	\$8.00	
kiln dried	8.10	
Medium, air dried	9.10	
kiln dried	10.60	
Rock, carlots, per ton, f.o.b. Chicago	8.00	
Sugar—		
Raw sugar, 96 basis, f.o.b. New Or-	\$8.40	
Leans	8.40	
Second sugar, 90 basis	none	
Standard gran. f.o.b. refiners (2%)	\$4.50	
Packers' curing sugar, 100 lb. bags, f.o.b. Reserve, La., less 2%	\$4.10	
Packers' curing sugar, 250 lb. bags, f.o.b. Reserve, La., less 2%	\$4.00	

ANIMAL OILS.

Prime edible lard oil	@ 9¼
Prime inedible	@ 8¾
Headlight	@ 8¼
Prime winterstrained	@ 8¼
Extra winterstrained	@ 8
Extra lard oil	@ 7¾
Extra No. 1	@ 7¼
No. 1 lard oil	@ 7
No. 2 lard oil	@ 6¾
Acidless tallow oil	@ 7¼
20° neatfoot	@ 12
Pure neatfoot	@ 8
Special neatfoot	@ 7
Extra neatfoot	@ 8
No. 1 neatfoot	@ 7¼

Oil weighs 7¼ lbs. per gallon. Barrels contain about 50 gals. each. Prices are for oil in barrels.

COOPERAGE.

Ash pork barrels, black iron hoops	\$1.45 @ 1.47½
Oak pork barrels, black iron hoops	1.35 @ 1.37½
Ash pork barrels, galv. iron hoops	1.52½ @ 1.55
Oak pork barrels, galv. iron hoops	1.42½ @ 1.45
White oak ham tierces	2.30 @ 2.32½
Red oak lard tierces	2.12½ @ 2.15
White oak lard tierces	2.22½ @ 2.25

CHICAGO MARKET PRICES

WHOLESALE FRESH MEATS.

Carcass Beef.

Prime native steers—	Week ended Feb. 21, 1933.	Cor. week, 1933.
400-600	11 1/2 @ 12 1/2	12 1/2 @ 12 1/2
600-800	9 1/2 @ 10 1/2	12 1/2 @ 12 1/2
800-1000	9 @ 9 1/2	9 1/2 @ 10 1/2
Good native steers—		
400-600	10 @ 10 1/2	10 1/2 @ 11 1/2
600-800	8 1/2 @ 9 1/2	10 1/2 @ 11 1/2
800-1000	8 @ 8 1/2	8 1/2 @ 9 1/2
Medium steers—		
400-600	9 @ 9 1/2	9 1/2 @ 10 1/2
600-800	8 @ 8 1/2	9 1/2 @ 10 1/2
800-1000	7 1/2 @ 7 3/4	8 1/2 @ 9
Heifers, good, 400-600	9 1/2 @ 10 1/2	9 1/2 @ 11 1/2
Cows, 400-600	5 1/2 @ 6 1/2	5 1/2 @ 7 1/2
Hind quarters, choice	15	17
Fore quarters, choice	10	10

Beef Cuts.

Steer loins, prime	20	19
Steer loins, No. 1	18	18
Steer loins, No. 2	15	16
Steer short loins, prime	26	26
Steer short loins, No. 1	20	25
Steer short loins, No. 2	19	21
Steer loin ends (hops)	12	12
Steer loin ends, No. 2	11 1/2	11 1/2
Cow loins	11	9
Cow short loins	18	12
Cow loin ends (hops)	18	8
Steer ribs, prime	16	14
Steer ribs, No. 1	12	12
Steer ribs, No. 2	11	11
Cow ribs, No. 2	7	7
Cow ribs, No. 3	6	6 1/2
Steer rounds, prime	10	10
Steer rounds, No. 1	9	10
Steer rounds, No. 2	8 1/2	9 1/2
Steer chucks, prime	9	7 1/2
Steer chucks, No. 1	9	7 1/2
Steer chucks, No. 2	6 1/2	7
Cow rounds	7	7 1/2
Cow chucks	6	6 1/2
Steer plates	4 1/2	6
Medium plates	4	6
Briskets, No. 1	7	10
Steer navel ends	3	3 1/2
Cow navel ends	3 1/2	4
Fore shanks	5	6
Hind shanks	4	4
Strip loins, No. 1, bbls.	28	30
Strip loins, No. 2	25	28
Sirloin butts, No. 1	18	18
Sirloin butts, No. 2	14	14
Beef tenderloins, No. 1	40	40
Beef tenderloins, No. 2	30	40
Rump butts	11	14
Flank steaks	12	12
Shoulder clods	7	8
Hanging tenderloins	5 1/2	5 1/2
Insides, green, 6 @ 8 lbs.	8	10 1/2
Outsides, green, 5 @ 6 lbs.	8	8 1/2
Knuckles, green, 5 @ 6 lbs.	8 1/2	9

Beef Products.

Brains (per lb.)	6 1/2	7
Hearts	5	5
Tongues	15	14
Sweetbreads	10	10
Ox-tail, per lb.	7	7
Fresh tripe, plain	4	4
Fresh tripe, H. C.	8	8
Livers	12	12
Kidneys, per lb.	8	8

Veal.

Choice carcass	10	10
Good carcass	8	10
Good saddles	10	14
Good racks	8	10
Medium racks	8	6

Veal Products.

Brains, each	7 @ 7 1/2	8
Sweetbreads	35	30
Calf livers	35	30

Lamb.

Choice lambs	17	15
Medium lambs	15	13 1/2
Choice saddles	19	18
Medium saddles	17	14
Choice fores	15	12
Medium fores	13	11
Lamb fries, per lb.	25	25
Lamb tongues, per lb.	15	9
Lamb kidneys, per lb.	20	25

Mutton.

Heavy sheep	5	5
Light sheep	9	9
Heavy saddles	8	7
Light saddles	8	12
Heavy fores	4	3
Light fores	8	6
Mutton legs	12	12
Mutton loins	10	8
Mutton stew	4	4
Sheep tongues, per lb.	9	10
Sheep heads, each	8	8

Fresh Pork, Etc.

Pork loins, 8 @ 10 lbs. av.	13 1/2	8
Picnic shoulders	8	6
Skinned shoulders	10 1/2	6
Tenderloins	22	27
Spare ribs	9	5
Back fat	7 1/2	6
Boston butts	13	7
Boneless butts, cellar trim,	2 @ 4	10
Hocks	16	10
Tails	7	5 1/2
Neck bones	2 1/2	2
Silp bones	6	5
Blade bones	7	5
Pigs' feet	2 1/2	2 1/2
Kidneys, per lb.	6	4
Livers	3 1/2	3 1/2
Brains	5	6 1/2
Ears	3	3 1/2
Snouts	4 1/2	4
Heads	4 1/2	4

DOMESTIC SAUSAGE.

(Quotations cover fancy grades.)

Pork sausage, in 1-lb. cartons	21	21
Country style sausage, fresh in link	15 1/2	15 1/2
Country style sausage, fresh in bulk	13 1/2	13 1/2
Country style sausage, smoked	14 1/2	14 1/2
Frankfurts in sheep casings	19 1/2	19 1/2
Frankfurts in hog casings	17 1/2	17 1/2
Bologna in beef buns, choice	14 1/2	14 1/2
Bologna in beef middles, choice	15 1/2	15 1/2
Liver sausage in beef rounds	13 1/2	13 1/2
Smoked liver sausage in hog buns	18 1/2	18 1/2
Liver sausage in hog buns	12	12
Head cheese	11	11
New England luncheon specialty	18	18
Mixed luncheon specialty, choice	16	16
Tongue sausage	22	22
Blood sausage	15	15
Souse	17	17
Polish sausage	14 1/2	14 1/2

DRY SAUSAGE.

Cervelat, choice, in hog buns	32	32
Thuringer cervelat	15	15
Farmer	22	22
Hofmeister	21	21
B. C. salami, choice	31	31
Milano salami, choice, in hog buns	30	30
B. C. salami, new condition	15	15
Frissese, choice, in hog middles	26	26
Genoa style salami	34	34
Pepperoni	25	25
Mortadella, new condition	14	14
Capicola	31	31
Italian style hams	20	20
Virginia hams	26	26

SAUSAGE MATERIALS.

(F.O.B. CHICAGO, carlot basis.)

Regular pork trimmings	7 @ 7 1/2	7 1/2
Special lead pork trimmings	11	11
Extra lean pork trimmings	12	12
Pork cheek meat	5 1/2 @ 6	6
Pork hearts	4	4
Pork livers	5	5
Native boneless bull meat (heavy)	9 1/2	9 1/2
Boneless chucks	5	5
Shank meat	5	5
Beef trimmings	4 1/2	4 1/2
Beef cheeks (trimmed)	3 1/2	3 1/2
Dressed canners, 350 lb. and up	4 1/2	4 1/2
Dressed cutter cows, 400 lb. and up	5	5
Dr. bologna butts, 600 lbs. and up	5	5
Beef tripe	2	2
Pork tongues, canner trim, S. P.	17	17

SAUSAGE CASINGS.

(F.O.B. CHICAGO.)

(Prices quoted to manufacturers of sausage.)

Beef casings:		
Domestic rounds, 180 pack	39	39
Domestic rounds, 140 pack	49	49
Export rounds, wide	57	57
Export rounds, medium	53	53
Export rounds, narrow	53	53
No. 1 weasands	59	59
No. 2 weasands	55	55
No. 1 bungs	16 @ 18	16 @ 18
No. 2 bungs	11 @ 12	11 @ 12
Middles, regular	1.25	1.25
Middles, select wide, 2 @ 2 1/2 in. diam.	1.05	1.05
Middles, select, extra wide, 2 1/2 in. and over	2.15	2.15
Dried bladders:		
12-15 in. wide, flat	.90	.90
10-12 in. wide, flat	.85	.85
8-10 in. wide, flat	.55	.55
6-8 in. wide, flat	.30 @ .35	.30 @ .35
Hog casings:		
Narrow, per 100 yds.	1.85	1.85
Narrow, special, per 100 yds.	1.75	1.75
Medium, regular	1.50	1.50
Wide, per 100 yds.	1.50	1.50
Extra wide, per 100 yds.	1.50	1.50
Export bungs	.26	.26
Large prime bungs	.21	.21
Medium prime bungs	.14	.14
Small prime bungs	.08	.08
Middles, per set	.20	.20
Stomachs	.08	.08

SAUSAGE IN OIL.

Bologna style sausage in beef rounds—		
Small tins, 2 to crate	4.50	4.50
Large tins, 1 to crate	5.25	5.25
Frankfurt style sausage in sheep casings—		
Small tins, 2 to crate	5.50	5.50
Large tins, 1 to crate	6.25	6.25
Smoked link sausage in hog casings—		
Small tins, 2 to crate	4.75	4.75
Large tins, 1 to crate	5.50	5.50

DRY SALT MEATS.

Clear bellies, 18 @ 20 lbs.	8	8
Clear bellies, 14 @ 18 lbs.	8	8
Rib bellies, 25 @ 30 lbs.	8	8
Fat backs, 10 @ 12 lbs.	8 1/2	8 1/2
Fat backs, 14 @ 18 lbs.	8 1/2	8 1/2
Regular plates	5 1/2	5 1/2
Butts	4 1/2	4 1/2

WHOLESALE SMOKED MEATS.

Fancy reg. hams, 14 @ 16 lbs.	13 1/2 @ 14	14
Fancy skd. hams, 14 @ 16 lbs.	14 @ 14 1/2	14 1/2
Standard reg. hams, 14 @ 16 lbs.	11 1/2 @ 12	12
Picnic, 4 @ 8 lbs.	11 1/2 @ 12	12
Fancy bacon, 6 @ 8 lbs.	16 1/2 @ 16 1/2	16 1/2
Standard bacon, 6 @ 8 lbs.	13	13
No. 1 beef ham sets, smoked—		
Insides, 8 @ 12 lbs.	25	25
Outsides, 5 @ 9 lbs.	21	21
Knuckles, 5 @ 9 lbs.	23	23
Cooked hams, choice, skin on, fattened	24	24
Cooked hams, choice, skinned, fattened	24	24
Cooked picnics, skin on, fattened	17	17
Cooked picnics, skinned, fattened	15 1/2 @ 16 1/2	16 1/2
Cooked loin roll, smoked	24	24

BARRELED PORK AND BEEF.

Mess pork, regular	20.00	20.00
Family back pork, 24 to 34 pieces	21.00	21.00
Family back pork, 35 to 45 pieces	19.00	19.00
Clear back pork, 40 to 50 pieces	17.00	17.00
Clear plate pork, 25 to 35 pieces	17.00	17.00
Brisket pork	15.50	15.50
Bean pork	14.50	14.50
Plate beef	10.00	10.00
Extra plate beef, 200 lb. bbls	11.00	11.00

VINEGAR PICKLED PRODUCTS.

Regular tripe, 200-lb. bbl.	12.00	12.00
Honey comb tripe, 200-lb. bbl.	15.00	15.00
Pocket honeycomb tripe, 200-lb. bbl.	17.00	17.00
Pork feet, 200-lb. bbl.	13.25	13.25
Pork tongues, 200-lb. bbl.	33.00	33.00

OLEOMARGARINE.

White animal fat margarine in 1-lb. cartons, rolls or prints, f.o.b. Chicago	8 1/2	8 1/2
Nut, 1-lb. cartons, f.o.b. Chicago	7 1/2	7 1/2
Pastry, 60-lb. tubs, f.o.b. Chicago	9 1/2	9 1/2
Lamb tongues, short cut, 200-lb. bbl.	35.00	35.00

LARD.

Prime steam, cash, Bd. Trade	56.30	56.30
Prime steam, loose, Bd. Trade	6.00	6.00
Refined lard, tierces, f.o.b. Chicago	7 1/2	7 1/2
Kettle rendered, tierces, f.o.b. Chgo.	7 1/2	7 1/2
Leaf kettle rendered, tierces, f.o.b. Chicago	7 1/2	7 1/2
Neutral, in tierces, f.o.b. Chicago	8 1/2	8 1/2
Compound, vegetable, tierces, c.a.f.	6 1/2	6 1/2

OLEO OIL AND STEARINE.

Extra oleo oil	6	6
Prime No. 1 oleo oil	5 1/2	5 1/2
Prime No. 2 oleo oil	5 1/2	5 1/2
Prime No. 3 oleo oil	4	4
Prime oleo stearine, edible	5 1/2 @ 5 1/2	5 1/2 @ 5 1/2

TALLOWES AND GREASES.

(In Tank Cars or Drums.)

Edible tallow, under 1% acid, 45 titre	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2
Prime packers' tallow	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2
No. 1 tallow, 10% f.f.a.	2 1/2 @ 3 1/2	2 1/2 @ 3 1/2
No. 2 tallow, 40% f.f.a.	2 1/2 @ 2 1/2	2 1/2 @ 2 1/2
Choice white grease	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2
A-White grease	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2
B-White grease, maximum 5% acid	3 @ 3 1/2	3 @ 3 1/2
Yellow grease, 10 @ 15%	2 1/2 @ 3	2 1/2 @ 3
Brown grease, 40% f.f.a.	2 1/2 @ 2 1/2	2 1/2 @ 2 1/2

VEGETABLE OILS.

Crude cottonseed oil in tanks, f.o.b.		
Valley points, prompt	4 1/2	4 1/2
White, deodorized, in bbls., f.o.b. Chgo.	6 1/2 @ 6 1/2	6 1/2 @ 6 1/2
Yellow, deodorized, in bbls., f.o.b. Chgo.	6 1/2 @ 6 1/2	6 1/2 @ 6 1/2
Soap stock, 50% f.f.a. f.o.b.	4 1/2	4 1/2
Corn oil, in tanks, f.o.b. mills	4 1/2 @ 4 1/2	4 1/2 @ 4 1/2
Soya bean oil, f.o.b. mills	5.75 @ 6.0	5.75 @ 6.0
Cocoonut oil, seller's tanks, f.o.b. coast	2 1/2 @ 2 1/2	2 1/2 @ 2 1/2
Refined in bbls., f.o.b. Chicago	6 @ 6 1/2	6 @ 6 1/2

RETAIL SECTION

Meat Market Location

Proper Selection Is Essential to Success of Retail Market

MANY retail meat markets fail solely because they are poorly located to attract the type of business they must have.

The old belief that if anyone makes a better mousetrap the world will beat a path to his door, even though that door might be hard to find, doesn't apply in the twentieth century.

There are too many people with new ideas about mousetraps and other things. Furthermore, they have made themselves very easy and convenient to find.

It behooves anyone starting a new business to choose a location which is, if possible, more convenient and easier to find than that of his competitors.

Location Must Fit Patrons.

In choosing a location there are many points to study and carefully consider. First, a location must be selected that fits the particular type of business. One that would be suitable for many other types of retail stores might be the worst possible one for a meat market.

Take for instance, a hat shop. There are many locations where a hat shop might do a thriving business and a meat market would starve. Women buy a hat perhaps once in three or four months. They go so seldom they will not mind if the shop is a little off the beaten path. Buying a hat is an event and they can devote an afternoon to it and feel repaid if they are satisfied with their purchase.

Not so with meat. Buying meat is a daily chore the same as making beds and washing dishes. Shoppers are going to buy it in the most convenient place where they can get the quickest service.

Convenience Necessary.

It is well also, either to be connected with a grocery store or adjacent to one as it facilitates shopping for the customers. Many of them will choose the market which is nearest the grocery store.

A man may carry better meat than his competitor; he may know much more about meat than his competitor; but if he is so located that the housewife must walk two or three blocks away from her usual shopping district to reach him, he simply will not have her patronage. Between convenience in

shopping and quality in product, convenience is going to win most of the time.

Another point to consider is a location where plenty of people pass the door in a meat-buying frame of mind. That means it is quite essential to be near a residential neighborhood.

There is a retail market located in Chicago's loop that used to do a thriving business. Men and women thronged in at night on their way home to buy meat for dinner and breakfast. But American habits have changed. Due to

crowded transportation and perhaps a certain fastidiousness against carrying bundles, the business in this market has fallen off 50 per cent.

It is necessary, therefore, that plenty of people will pass the door and also that a large percentage of them are potential customers.

Beware of Low Rentals.

Many times a low rental will sell a poor location. If the rent seems surprisingly low, there must be some reason for it. Probably the store is in a cheap neighborhood where there would be difficulty in making even a modest living. Or possibly it may be in a district composed mostly of people who are working in offices and do not eat many meals at home. If the former is the case, the trade probably demands low grade meat at extremely low prices. For one man to attempt education in such a neighborhood is decidedly an uphill job and usually wasted effort.

Above all, a location in a community where there are several competitors is the worst possible one to choose. In every locality there is just so much business to be had. If the business has to be divided between too many stores, it will be spread very thin.

Competition Becomes Bitter.

In addition to all the other troubles concerned in starting a new business, the competition will be very bitter. The men already in business will realize that if a new store is allowed to start and continue in business, it will mean money out of their pockets. In order to keep the new store out, they will be willing to cut prices and lose money for two or three months. This is the best "out" for them, but it will make things very discouraging, not to say impossible, for the new man.

Too much thought cannot be given to this matter of location. A store well located has fifty per cent of the battle for existence won before its doors are opened.

UTAH HAS RETAIL CODE.

The first code under the state recovery act governing the meat dealers in Utah became effective on January 29. The code sets up a 9-hour day over six days. On the day before a legal holiday the work period, instead of extending from 8 a. m. until 6:15 p. m. may be extended until 7 p. m. with an hour out for lunch. Minimum wages for meat cutters and sausage makers under the code are fixed at \$35 a week, although in markets where the weekly volume does not exceed \$250 the minimum wage may be reduced to \$30. The minimum wage for men with more than one year's experience is \$25 and for those with less than a year, \$20.

Retail Meat Prices

Average monthly prices at New York, Chicago, and Kansas City.

Compiled by the U. S. Bureau of Agricultural Economics. Prices in cents per pound (simple average of quotations received).

	CHOICE GRADE. (Mostly Credit and Del. Stores.)			GOOD GRADE. (Mostly Cash and Carry Stores.)		
	New York, Jan. 31.	Chicago, Jan. 31.	Kansas City, Jan. 31.	New York, Jan. 31.	Chicago, Jan. 31.	Kansas City, Jan. 31.
Beef.						
Porterhouse steak	.45	.37	.38	.36	.31	.32
Sirloin steak	.36	.30	.32	.29	.26	.30
Top round steak	.34	.28	.29	.27	.24	.28
Bottom round	.31	.26	.27	.24	.21	.25
Round steak, full cut	.25	.23	.23	.21	.18	.22
Heel round	.20	.18	.18	.17	.16	.18
Flank steak	.25	.23	.23	.21	.18	.20
Top sirloin	.31	.24	.24	.24	.20	.24
Rump roast, boneless	.30	.24	.24	.24	.20	.24
Rib roast, 1st 6 ribs	.28	.23	.22	.22	.20	.18
Blade rib roast	.19	.19	.19	.17	.16	.18
Cross rib & top chuck	.24	.19	.19	.19	.16	.18
Arm roast	.17	.17	.17	.15	.14	.16
Straight cut chuck	.17	.16	.16	.14	.13	.15
Corner piece	.16	.15	.15	.14	.13	.15
Thick plate	.12	.10	.10	.9	.9	.11
Navels	.10	.10	.10	.8	.8	.9
Boneless brisket	.26	.20	.16	.20	.17	.13
Brisket, bone in	.17	.14	.10	.13	.10	.9
Ground meat	.23	.14	.14	.18	.13	.13
Boneless stew meat	.26	.18	.17	.19	.15	.13
Veal.						
Outlet or steak	.44	.34	.35	.36	.28	.28
Loin chops	.37	.28	.33	.29	.23	.28
Rib chops	.34	.25	.30	.24	.20	.23
Rump roast	.29	.21	.21	.22	.17	.16
Shoulder chops	.18	.19	.20	.17	.15	.17
Shoulder roast	.17	.17	.17	.13	.14	.15
Boneless shoulder	.20	.19	.19	.21	.18	.19
Breast	.19	.12	.13	.12	.9	.10
Boneless stew	.29	.20	.19	.22	.17	.15
Liver	.60	.46	.48	.54	.41	.36
Lamb.						
Loin chops	.40	.37	.42	.34	.30	.31
Rib chops	.35	.32	.40	.26	.26	.29
Leg	.24	.23	.22	.22	.21	.20
Shoulder chops	.25	.22	.20	.22	.19	.18
Square chuck	.19	.17	.14	.14	.13	.13
Shoulder roast	.18	.18	.18	.16	.16	.16
Breast	.8	.7	.9	.8	.6	.8
Shank & neck	.9	.12	.9	.8	.11	.9
Pork.						
Center loin chops	.27	.22	.20	.22	.19	.17
Rib chops	.26	.20	.20	.22	.19	.17
End chops	.17	.14	.14	.14	.12	.12
Pr. hams, whole	.19	.16	.17	.17	.14	.14
Pr. shoulders, whole	.18	.12	.13	.13	.10	.10
Pr. picnic, whole	.14	.10	.12	.8	.8	.8
Boston butts	.27	.14	.18	.12	.15	.15
Sparrilla	.15	.10	.12	.12	.9	.10
Lard (carton)	.15	.10	.10	.10	.9	.9
Sm. hams, whole, No. 1	.22	.17	.17	.18	.16	.15
Sm. hams, whole, No. 2	.18	.15	.15	.15	.12	.13
Sliced hams	.46	.34	.31	.34	.28	.29
Bacon strip, whole, No. 1	.25	.21	.20	.22	.20	.19
Bacon strip, whole, No. 2	.16	.18	.19	.18	.15	.15
Sliced bacon, No. 1	.33	.27	.25	.25	.23	.23
Smoked butts	.24	.21	.24	.20	.20	.20
Smoked picnic	.10	.12	.12	.11	.11	.12
Corned bellies or pickled pork	.21	.15	.15	.16	.11	.11
Sausage meat	.24	.16	.15	.19	.13	.13
Salt pork	.21	.15	.15	.15	.13	.13

WOMEN LIKE MEAT SCHOOLS.

Wide interest in the subject of meat and meat cookery on the part of those who buy, prepare and serve the family meat in the nation's 25 million homes, is indicated in a recent report by the National Live Stock and Meat Board. The report covers the year's program of schools of meat cookery, the first of which was held in February, 1933.

During the twelve months 57 schools were held in 52 cities of 19 states and the District of Columbia. They were attended by 353,490 homemakers. In addition, thousands were unable to be present at the schools because the crowds turned out were much larger than could be accommodated.

In each city the schools have been sponsored by a leading newspaper, and these papers have published extensive material on the subject of meat previous to and during the school. These articles have gone into more than 2,000,000 homes.

Schools held last week in Middletown, Ohio, Montgomery, Ala., and Springfield, Ill., were attended by 38,490 homemakers. The Springfield school was held in the state arsenal and at the last session more than 10,000 persons were present.

MEAT DEALERS SUPPORT TAX.

Retail Meat Dealers' Association of Chicago, an organization of more than 1,500 merchants, at a recent meeting voted to ask Illinois congressmen to support the national manufacturers' sales tax as a substitute for the income tax. In a letter sent to Washington by Charles A. Kaiser, secretary of the organization, he says: "The sales tax has proved its ability to produce revenue in adequate amounts in every country where it has been put into operation. It is the fairest, most painless form of taxation. This organization urgently requests that you give your support to tax measures which do not penalize industry and enterprise and which do not destroy incentive."

MARGERUM TALKS TO DEALERS.

Retailer problems under the new deal will be discussed by William B. Margerum, president of the National Association of Retail Meat Dealers, as guest speaker on the Armour radio hour on March 9 at 8:30 p. m., central standard time. Mr. Margerum will talk from the New York studios of NBC.

NEWS OF THE RETAILERS.

Alfred Jensen, Baldwin, Wis., has bought an interest in the City Meat Market. Oscar Wilberg, his partner, will have charge of the market.

W. J. Davis has opened a new and modern equipped meat market at 1006 Third ave., Rock Island, Ill. Mr. Davis has been in the meat business 16 years.

The meat market in Prairie du Chien, Wis., owned by Leo LaPointe was destroyed by fire last week. Everything was lost including fixtures, electric refrigeration plant, counters, scales and shelving. The market will be reopened as soon as the building can be repaired and remodeled.

The Pleez-U Food Store at Beidler st. and Laketon ave., Muskegon, Mich.,

JANUARY FRESH MEAT PRICES COMPARED

New York.

Wholesale fresh meat prices for January, 1934, with comparisons:

	Jan., 1934.	Dec., 1933.	Jan., 1933.
BEEF.			
Beef—Steer:			
300-500 lbs.,			
Choice	\$10.97	.....	\$11.52
Good	9.87	8.70	9.81
Medium	7.96	6.99	8.06
Common	6.66	5.42	6.79
500-600 lbs.,			
Choice	10.92	9.66	11.35
Good	9.69	8.68	9.58
Medium	7.96	6.91	7.89
Common	6.66	5.40	6.86
600-700 lbs.,			
Choice	10.51	9.26	10.80
Good	9.21	8.22	9.18
Medium	7.83	6.68	7.79
700 lbs. up,			
Choice	9.74	8.76	10.54
Good	8.54	7.83	9.03
Cow—			
Good	7.30	6.34	6.90
Medium	6.66	5.51	6.07
Common	5.81	4.64	5.39
VEAL AND CALF CARCASS.			
Veal—			
Choice	11.98	9.63	12.09
Good	10.53	8.15	10.76
Medium	9.29	7.01	9.62
Common	8.10	6.00	8.20
Calf—			
Good	8.71	7.00	7.62
Medium	7.71	6.12	6.75
Common	6.81	5.42	6.12

LAMB AND MUTTON.

Lamb—			
38 lbs. down,			
Choice	14.58	13.06	15.31
Good	13.97	12.41	14.70
Medium	13.08	11.62	13.84
Common	10.60	10.00	12.35
39-45 lbs.,			
Choice	13.47	11.85	14.76
Good	12.67	11.15	13.45
Medium	10.17	10.17	12.25
Common	13.05	11.50	13.52
Good	12.42	10.69	12.71
Mutton (ewe)—			
70 lbs. down,			
Good	6.89	6.51	8.72
Medium	5.94	5.52	7.68
Common	4.70	4.52	...

FRESH PORK.

Hams—			
10-14 lbs. av.....	10.87	11.40	8.32
Loins—			
8-10 lbs. av.....	10.58	10.70	7.82
10-12 lbs. av.....	10.50	10.62	7.74
12-15 lbs. av.....	9.93	9.96	7.08
16-22 lbs. av.....	9.25	9.14	6.56
Shoulders, N. Y. style, skinned,			
8-12 lbs. av.....	7.73	7.94	6.58
Picnics—			
6-8 lbs. av.....	...	...	...
Butts, Boston style,			
4-8 lbs. av.....	9.14	8.96	7.41
Spareribs, half sheet.....	6.84	6.84	6.00

Chicago.

Wholesale fresh meat prices for January, 1934, with comparisons:

	Jan., 1934.	Dec., 1933.	Jan., 1933.
BEEF.			
Beef—Steer:			
300-500 lbs.,			
Choice	\$10.70	\$10.20	\$11.64
Good	9.44	8.80	9.56
Medium	7.55	6.75	7.86
Common	5.90	5.25	6.76
500-600 lbs.,			
Choice	9.90	9.30	10.24
Good	8.89	7.90	8.75
Medium	7.39	6.25	7.50
Common	5.90	5.25	6.50
600-700 lbs.,			
Choice	8.98	8.50	9.22
Good	7.98	7.50	7.94
Medium	6.74	6.50	7.02
700 lbs. up,			
Choice	8.49	8.25	8.78
Good	7.50	7.50	7.68
Cow—			
Good	6.70	6.00	6.30
Medium	5.90	5.01	5.55
Common	5.03	4.14	5.05
VEAL AND CALF CARCASS.			
Veal—			
Choice	9.94	8.66	10.66
Good	8.96	7.06	9.56
Medium	7.88	6.56	8.41
Common	6.90	5.46	7.20
Calf—			
Good .....	...	...	...
Medium .....	...	...	...
Common .....	...	...	...

LAMB AND MUTTON.

Lamb—			
38 lbs. down,			
Choice	14.13	12.17	13.74
Good	13.45	11.19	12.82
Medium	12.60	10.19	11.90
Common	9.19	10.84	...
39-45 lbs.,			
Choice	14.13	11.82	13.49
Good	13.45	10.84	12.58
Medium	12.60	9.84	11.68
Common	8.84	10.51	...
Choice	12.68	10.30	12.20
Good	11.78	9.45	11.22
Mutton (ewe)—			
70 lbs. down,			
Good	5.90	5.20	6.62
Medium	4.88	4.09	5.28
Common	3.86	2.98	3.81

FRESH PORK.

Hams—			
10-14 lbs. av.....	9.94	9.16	7.98
Loins—			
8-10 lbs. av.....	9.38	9.56	6.86
10-12 lbs. av.....	9.37	9.56	6.80
12-15 lbs. av.....	8.98	9.05	6.54
16-22 lbs. av.....	8.51	8.34	6.06
Shoulders, N. Y. style, skinned,			
8-12 lbs. av.....	6.50	6.26	5.18
Picnics—			
6-8 lbs. av.....	...	...	...
Butts, Boston style,			
4-8 lbs. av.....	7.56	7.15	6.16
Spareribs, half sheets.....	5.65	5.89	4.59

LIVESTOCK AND DRESSED MEAT PRICES COMPARED.

Prices of steers and lambs, Chicago, compared with wholesale and retail fresh meat prices, New York, during January, 1934:

	Average prices live animals ¹ per 100 lbs. Chicago.			Average wholesale price of carcasses ² per 100 lbs. New York.			Composite retail price in cents per lb. ³ New York.		
	Jan., 1934.	Dec., 1933.	Jan., 1933.	Jan., 1934.	Dec., 1933.	Jan., 1933.	Jan., 1934.	Dec., 1933.	Jan., 1933.
Steers—									
Choice	\$6.35	\$5.76	\$6.43	\$10.51	\$ 9.26	\$10.86	\$25.29	\$25.09	\$29.38
Good	6.05	5.49	5.94	9.21	8.22	9.18	20.76	20.80	22.46
Medium	5.24	4.62	5.04	7.96	6.91	7.89	18.98	16.99	17.47
Lambs—									
Choice	8.54	7.39	6.15	14.56	13.06	15.31	22.61	21.57	23.12
Good	8.12	7.04	5.82	13.97	12.41	14.70	18.98	18.49	19.84
Medium	7.48	6.56	5.28	13.08	11.62	13.84	15.98	15.94	17.46
Hogs—									
Good	3.63	3.38	3.28	11.11	11.09	9.32	15.60	15.80	13.98

¹Average of daily quotations on choice steers 1100-1300 lbs.; good and medium steers 900-1100 lbs.; lambs 90 lbs. down; hogs 200-220 lbs.

²Average of daily quotations on beef carcasses 600-700 lbs.; lamb carcasses 38 lbs. down; hog products consisting of smoked hams, bacon, picnics, and fresh loins and lard combined in proportion to their respective yields from live weight.

³Composite average of semi-monthly retail quotations on various cuts (including lard) combined in proportion to their respective yields from live weight.

has installed a meat department managed by Phil Ammond.

William Burmeister has purchased the meat market at 280 S. Michigan st., South Bend, Ind., from the former owner, Paul A. Heierman.

The following markets have just been opened in Milwaukee, Wis.: at 4101 W. Fond du Lac ave., by H. C. Clausen; at 3327 W. National ave., by Robert H. Smock; at 2922 W. Atkinson ave., by Emil G. Dubratz.

C. B. Romkey has opened a new meat and grocery store in Moorhead, Minn.

Paul Huddle has recently assumed proprietorship of the meat market in Wapello, Ia.

A new meat market has just been opened in Garfield, Minn., by A. J. Loring and son.

Claus Wilshusen has succeeded Fred Gustafson as proprietor of a meat market in Red Wing, Minn.

NEW YORK NEWS NOTES.

L. B. Dodd, dressed beef department, Armour and Company, Chicago, spent several days in New York last week.

O. E. Young, branch house sales department, Swift & Company, Chicago, was a visitor to New York last week.

Abe Strauss, manager, veal department, New York Butchers Dressed Meat Company, is spending a few weeks in Florida on a mid-winter vacation.

R. E. Yocum, general superintendent, Cudahy Packing Company, Chicago, visited at the plant of the Nagle Packing Company, Jersey City, N. J., last week.

Earlier this month R. C. Bonham, manager, Jersey City Stock Yards, drove to Daytona Beach, Fla., with his daughter and sister. They will return about March 15.

F. L. Faulkner, automotive depart-

ment, and T. H. Cross, cattle buyer, Armour and Company, Chicago, visited at the plant of the New York Butchers Dressed Meat Company for several days last week.

C. L. Haussermann, vice president, Van Iderstine Co., is spending his usual three weeks' winter vacation in Florida. He is accompanied by Mrs. Haussermann. They will celebrate their silver wedding anniversary while away.

Meyer Kornblum is on a business trip through the West and has spent considerable time in Kansas City. The other member of the firm of Meyer Kornblum & Son, Inc., Brooklyn, N. Y., Michael H. Nagle, is vacationing in Florida.

H. L. Woodruff, Inc., who are New York representatives of E. Kahn's Sons Co., Cincinnati, have moved their offices to 259 West 14th street, where they have more convenient and commodious quarters for the transaction of their business.

AMONG NEW YORK RETAILERS.

On March 8, a card party and luncheon will be held at Ward's Baking Co., 367 Southern Boulevard, New York City. Mrs. Fred Hirsch is chairman of the committee in charge, assisted by Mrs. Chris Rosel, Mrs. Chas. Schuck and Mrs. William Kramer.

The Ladies' Auxiliary held a bunco and card party in the Hotel McAlpin on Tuesday of this week. The hostesses, Mrs. E. Simon and Mrs. W. Wolf of the Bronx, presented each guest with a gift.

Bronx Branch has postponed their regular meeting from Feb. 21 to Feb. 28 in order that the members may attend the annual vaudeville and dance of Eastern District Branch.

The New York state association will hold its annual convention at the Hotel Astor on June 11.

NEW SWIFT BRANCH PLANT.

Swift & Company has acquired a plot of ground on the West side of Washington st., New York City, covering the block from Little West 12th st. to 13th st., 100 ft. on the former and 150 ft. on the latter street. On this the Wilcox Construction Company, Long Island City, in conjunction with the construction department of Swift & Company, Chicago, and the engineers of the New York Central railroad are erecting a building from two to four stories, depending on the railroad tracking under which some of the structure will be built. A lease for 21 years reserves the perpetual rights held by the railroad company for construction and maintenance of its railroad and other structures below an elevation of 53 ft.

The new wholesale market will contain sweet pickle cellar, coolers and sales rooms. All steel work has already been completed and the pouring of concrete is well under way. This modernly-equipped branch house will be ready for occupancy by April 15, 1934.

BALANCE YOUR MEAT SALES.

The idea of making a special effort to sell balanced meat cuts is not new, but it is so worth while that it bears repetition. If your customers demand the higher priced cuts, find some way to sell them shank meat and short ribs. If they buy only the cheaper cuts, merchandise the "T" bone and porterhouse steaks more actively. A steak "tenderer" will sometimes make the cheaper cuts more luscious and move them rapidly at good prices. When you buy only certain parts of the carcass you pay more. For this reason it is worth making an effort to sell the whole carcass.

SAMUEL B. WALTER DIES.

Samuel B. Walter, vice president of the Colonial Provision Co., Inc., Boston, Mass., died February 14. Mr. Walter was 48 years of age. He had been connected with the Colonial Provision Co. in the capacity of vice president for the past 14 years. Previous to this he conducted the Warren Beef Co. of Boston.

WHOLESALE DRESSED MEAT PRICES.

Wholesale prices of Western dressed meats quoted by the U. S. Bureau of Agricultural Economics at Chicago and Eastern markets on Feb. 21, 1934:

	CHICAGO.	BOSTON.	NEW YORK.	PHILA.
Fresh Beef:				
STEERS (1) (300-500 LBS.):				
Choice	\$10.50@11.00		\$10.50@11.00	
Good	9.00@10.00		8.50@10.00	
Medium	7.00@ 9.00		7.00@ 8.00	
Common	6.00@ 7.00		6.00@ 7.00	
STEERS (500-600 LBS.):				
Choice	10.00@11.00		10.50@11.00	11.00@11.50
Good	8.00@10.00		8.50@10.00	9.50@10.50
Medium	7.00@ 8.00		7.00@ 8.00	8.00@ 8.50
Common	6.00@ 7.00		6.00@ 7.00	
STEERS (600-700 LBS.):				
Choice	9.00@10.00		10.00@11.00	10.00@11.00
Good	8.00@ 9.00		8.50@ 9.50	9.00@ 9.50
Medium	6.50@ 8.00	7.00@ 7.50	7.00@ 8.00	8.00@ 8.50
STEERS (700 LBS. UP.):				
Choice	8.00@ 9.00	8.50@ 9.50	9.00@10.50	9.50@10.50
Good	7.00@ 8.00	7.50@ 8.50	8.00@ 9.00	9.00@ 9.50
COWS:				
Good	6.50@ 7.00	6.50@ 7.00	6.50@ 7.50	7.00@ 8.00
Medium	5.50@ 6.50	6.00@ 6.50	6.00@ 6.50	6.50@ 7.00
Common	5.00@ 5.50	5.50@ 6.00	5.00@ 5.50	6.00@ 6.50
Fresh Veal and Calf Carcasses:				
VEAL (2):				
Choice	9.00@10.00	11.50@13.00	11.00@12.00	11.00@12.00
Good	8.00@ 9.00	9.50@11.50	8.50@11.00	10.00@11.00
Medium	7.00@ 8.00	8.00@ 9.50	8.00@ 9.50	9.00@10.00
Common	6.00@ 7.00	7.00@ 8.00	7.00@ 8.00	7.50@ 9.00
Fresh Lamb and Mutton:				
LAMBS (38 LBS. DOWN):				
Choice	15.00@16.00	15.00@16.00	16.50@17.00	16.50@17.00
Good	14.50@15.50	14.50@15.50	15.50@16.50	15.00@16.50
Medium	14.00@14.50	13.50@14.50	14.00@15.50	16.00@16.50
Common				
LAMBS (39-45 LBS.):				
Choice	15.00@16.00	15.00@16.00	16.00@16.50	16.50@17.00
Good	14.50@15.50	14.50@15.50	15.00@16.00	16.00@16.50
Medium	14.00@14.50	13.50@14.50	14.00@15.50	15.00@16.00
Common				
LAMBS (46-55 LBS.):				
Choice	14.50@15.00	14.00@15.00	15.50@16.50	16.50@17.00
Good	14.00@14.50	13.50@14.50	15.00@15.50	16.00@16.50
MUTTON (Ewe) 70 LBS. DOWN:				
Good	7.00@ 8.00	9.00@10.00	7.50@ 8.50	8.50@ 9.00
Medium	6.00@ 7.00	8.00@ 9.00	6.50@ 7.50	8.00@ 8.50
Common	5.00@ 6.00	7.00@ 8.00	5.50@ 6.50	7.00@ 8.00
Fresh Pork Cuts:				
LOINS:				
8-10 lb. av.	12.50@13.50	15.50@16.00	14.00@15.00	14.00@16.00
10-12 lb. av.	12.50@13.50	15.50@16.00	14.00@15.00	14.00@16.00
12-15 lb. av.	11.50@12.50	15.00@15.50	13.00@14.00	13.50@14.50
16-22 lb. av.	11.00@11.50	13.50@14.50	12.00@13.00	13.00@14.00
SHOULDERS: N. Y. Style: Skinned:				
8-12 lb. av.	9.50@10.50		10.50@12.00	11.00@12.00
PICNICS:				
6-8 lb. av.		10.50@11.00		
BUTTS: Boston Style:				
4-8 lb. av.	12.00@13.00		14.00@16.00	13.00@14.00
SPARE RIBS:				
Half sheets	8.50@ 9.50			
TRIMMINGS:				
Regular	7.00@ 8.00			
Lean	10.00@12.00			

(1) Includes heifer 450 pounds down at Chicago. (2) Includes "skins on" at New York and Chicago. (3) Includes sides at Boston and Philadelphia.

A Page for Purchasing Departments

CUTTER UNLOADING SIMPLIFIED.

An improvement for the sausage room, planned to simplify design and increase efficiency of its silent cutter, has been announced by the Cincinnati Butchers Supply Co., Cincinnati, O. This is a friction-drive unloader to replace the individual motor-driven unloader previously installed on this machine.

General features of design and construction of this new unloader are shown in the accompanying illustration. Operation is through a moisture and grease resisting bevel friction disc mounted on the cutter knife shaft. As

is pivoted in a fork-shaped bracket mounted on the main frame of the cutter. In turn the base of the forked bracket is mounted in an eccentric bushing so that the driven bevel disc may be moved toward the bevel driving disc to compensate for wear.

The company announces this unloader will be used on all Boss silent cutters.

NEW REFRIGERANT-FUEL.

Arrangements have been made by Shell Development Co., San Francisco, Calif., for the manufacture and distribution of a new patented automotive-refrigerating system, known as the "Petrogas" system, which it has per-

TRUCK TIRE DATA.

The 1934 edition of the 40-page booklet on truck and bus tires—designed to distribute information of more or less technical nature to all those interested in tire performance—titled "Operators Hand Book" has just been published by The B. F. Goodrich Rubber Co., Akron, O.

The booklet lists all Goodrich tires for trucks and buses, gives their complete specifications and describes the right tires for varied purposes. A large number of specification tables are included.

Methods by which operators of trucks or buses may easily determine the tire cost per mile on each installation are described.

A table giving the weight of various commodities, and a change-over guide for 1½ ton trucks are also among features of the publication.

CELEBRATES 51st ANNIVERSARY.

The fifty-first anniversary of R. T. Randall & Co., Philadelphia, Pa., is being celebrated this month, the business having been established in 1883. During this time the company has served the meat packing and sausage manufacturing industry continuously, and has been active in the development of machines and equipment today considered essential by packers and manufacturers of sausage, and without which present-day processing efficiency would be impossible.

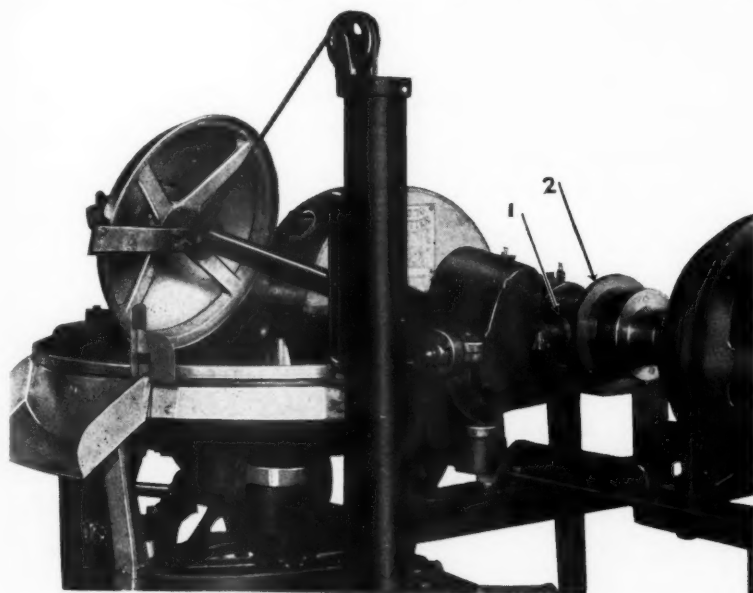
"The company were the original designers and manufacturers of Hottmann steam stuffer, a machine built for use in sausage kitchens where the overhead type of stuffer could not be installed," says R. T. Randall, president of the company. "The first filler or stuffer operated with hydraulic pressure was also constructed in our shops, as was the first stuffer to be operated with compressed air. The upright hand stuffer was also one of our early machines.

"We have also built and developed much other equipment to improve quality of products and lower production costs. Among these are meat cutters, scrapple kettle and agitator, rotary bake oven, steam cooker, electric grinder, head cheese cutter, fat back cutter, sausage linker, etc."

In addition to its line of equipment for packers and manufacturers of sausage, the company also manufactures refrigerators and fixtures for retail meat and food stores.

EQUIPMENT FIRM SOUVENIR.

Plenty of "new deals" are incorporated in an attractive souvenir just issued by Menges-Mange, Inc., architects, designers and manufacturers of equipment and consultants to the meat packing industry, St. Louis, Mo. This consists of two decks of playing cards encased in an attractive leather folder bearing the company insignia in gold lettering.



HOW FRICTION UNLOADER WORKS ON SILENT CUTTER.

This replaces the individual motor-driven unloader formerly used on the "Boss" silent cutter. Drive is through friction bevel discs. The unloader is balanced carefully to reduce effort of raising and lowering.

shown in the illustration, the unloader is midway between the raised and lowered limits of travel, balance being so carefully worked out that practically no energy is required to lower the unloading disc into the cutter bowl.

As the unloader is lowered, driven bevel disc No. 1 engages the beveled friction drive disc (No. 2) rotating the unloader bowl and discharging the meat from the cutter.

The driven bevel disc rotates at a speed of 3,000 r.p.m., being held in position against the driving disc by a heavy coil spring similar to that used in the starter of an automobile.

This speed is reduced through a ground and hardened work reduction unit inclosed and operating in an oil-tight cast iron housing. This housing

is pivoted in a fork-shaped bracket mounted on the main frame of the cutter. In turn the base of the forked bracket is mounted in an eccentric bushing so that the driven bevel disc may be moved toward the bevel driving disc to compensate for wear.

Equipment will consist of a valve system permitting easy conversion of automotive equipment to the use of "Petrogas" as motor fuel, and of a refrigerating coil to be installed in a motor vehicle body. In this coil the expansion of gas furnishes refrigeration sufficient for the preservation of perishable foodstuffs in transit or for air conditioning of buses and other motor carriers.

As a motor fuel "Petrogas" is comparable to premium gasolines, it is said. Its cost to the consumer is not expected to exceed that of ordinary non-premium fuels.

NEW YORK MARKET PRICES

LIVE CATTLE.

Steers, good	5.50@ 6.30
Cows, common to medium	3.00@ 3.50
Bulls, common to medium	2.50@ 3.50

LIVE CALVES.

Vealers, good to choice	8.00@ 9.00
Vealers, medium	6.00@ 7.50
Vealers, common	3.00@ 5.00

LIVE LAMBS.

Lambs, good to choice	10.00@ 10.50
Lambs, medium	8.00@ 9.25
Ewes	2.00@ 5.00

LIVE HOGS.

Hogs, 160-190 lbs.	4.50@ 5.10
Hogs, 245 lbs.	4.55
Hogs, heavy	4.15

DRESSED HOGS.

Hogs, 90-140 lbs., good to choice	9.50@ 9.75
-----------------------------------	------------

DRESSED BEEF.

Choice, native, heavy	10 1/2 @ 11 1/2
Choice, native, light	11 @ 12
Native, common to fair	9 1/2 @ 10 1/2

WESTERN DRESSED BEEF.

Native steers, 600@800 lbs.	10 @ 11
Native choice yearlings, 440@600 lbs.	10 1/2 @ 11 1/2
Good to choice heifers	9 @ 10
Good to choice cows	7 @ 8
Common to fair cows	6 @ 7
Fresh bologna balls	6 @ 7

BEEF CUTS.

	Western.	City.
No. 1 ribs	14 @ 16	15 @ 17
No. 2 ribs	13 @ 14	14 @ 15
No. 3 ribs	12 @ 13	13 @ 14
No. 1 loins	17 @ 21	20 @ 22
No. 2 loins	14 @ 15	16 @ 18
No. 3 loins	10 @ 12	12 @ 14
No. 1 hinds and ribs	12 @ 15	12 @ 15
No. 2 hinds and ribs	10 1/2 @ 12	10 1/2 @ 12
No. 1 rounds	10 @ 11	10 @ 10 1/2
No. 2 rounds	9 @ 9 1/2	9 @ 9 1/2
No. 3 rounds	7 1/2 @ 8 1/2	8 @ 8 1/2
No. 1 chucks	8 @ 9	9 @ 10
No. 2 chucks	7 @ 7 1/2	7 1/2 @ 8 1/2
No. 3 chucks	6 @ 6 1/2	7 @ 7 1/2
Bolognas	6 @ 7	6 1/2 @ 7 1/2
Rolls, reg. 6@8 lbs. avg.	22 @ 23	22 @ 23
Rolls, reg. 4@6 lbs. avg.	17 @ 18	17 @ 18
Tenderloins, 4@6 lbs. avg.	60 @ 60	60 @ 60
Tenderloins, 5@6 lbs. avg.	60 @ 60	60 @ 60
Shoulder clets	11 @ 12	11 @ 12

DRESSED VEAL.

Good	11 @ 13
Medium	10 @ 11
Common	7 @ 9

DRESSED SHEEP AND LAMBS.

Lambs, prime to choice	17 @ 17 1/2
Lambs, good	16 1/2 @ 17
Lambs, medium	15 1/2 @ 16
Sheep, good	7 @ 8
Sheep, medium	5 @ 6

FRESH PORK CUTS.

Pork loins, fresh, Western, 10@12 lbs.	15 @ 16
Pork tenderloins, fresh	21 @ 22
Pork tenderloins, frozen	20 @ 21
Shoulders, Western, 10@12 lbs. avg.	11 @ 11
Butts, boneless, Western	13 @ 14
Butts, regular, Western	13 @ 14
Hams, Western, fresh, 10@12 lbs. avg.	12 1/2 @ 13
Picnic hams, Western, fresh, 6@8 lbs. average	9 @ 10
Pork trimmings, extra lean	12 @ 13
Pork trimmings, regular 50% lean	8 @ 9
Spareribs	9 @ 10

SMOKED MEATS.

Hams, 8@12 lbs. avg.	14 @ 15
Hams, 10@12 lbs. avg.	14 @ 15
Hams, 12@14 lbs. avg.	14 @ 15
Picnics, 4@6 lbs. avg.	10 @ 11
Picnics, 6@8 lbs. avg.	10 @ 11
City pickled bellies, 8@12 lbs. avg.	12 @ 14
Bacon, boneless, Western	16 1/2 @ 17 1/2
Bacon, boneless, city	15 1/2 @ 16 1/2
Rollettes, 8@10 lbs. avg.	13 1/2 @ 14 1/2
Beef tongue, light	22 @ 25
Beef tongue, heavy	24 @ 26

FANCY MEATS.

Fresh steer tongues, untrimmed	15c a pound
Fresh steer tongues, l. c. trim'd	30c a pound
Sweetbread, beef	30c a pound
Sweetbread, veal	60c a pair
Beef kidneys	8c a pound
Mutton kidneys	10c each
Livers, beef	25c a pound
Oxtails	15c a pound
Beef hanging tenders	20c a pound
Lamb fries	10c a pair

BUTCHERS' FAT.

Shop fat	@ .75 per cwt.
Breast fat	@ 1.00 per cwt.
Edible suet	@ 1.50 per cwt.
Inedible suet	@ 1.25 per cwt.

GREEN CALFSKINS.

	5-9	9 1/2-12 1/2	12 1/2-14	14-18	18 up
Prime No. 1 veals	.13	1.85	1.75	1.80	2.05
Prime No. 2 veals	.12	1.50	1.60	1.65	1.80
Buttermilk No. 1	.11	1.40	1.50	1.55	1.75
Buttermilk No. 2	.10	1.30	1.40	1.45	1.65
Branded grubby	6	.80	.90	.95	1.05
Number 3	6	.80	.90	.95	1.05

BUTTER.

Creamery, extras (92 score)	@ 25 1/2
Creamery, firsts (91 score)	@ 25
Centralized (90 score)	@ 24 1/2

EGGS.

	(Mixed Colors.)
Special packs or hennerly selections	18 @ 19 1/2
Standards	17 1/2 @ 17 1/2
Firsts	17 @ 17

LIVE POULTRY.

Fowls, colored, via express	@ 18
Fowls, Leghorn	@ 18
Chickens, Rocks	@ 17

DRESSED POULTRY.

FRESH KILLED.	
Fowls—fresh—dry packed—12 to box—	
Western, 60 to 65 lbs. to dozen, lb.	14 @ 16
Western, 48 to 54 lbs. to dozen, lb.	14 @ 16
Western, 43 to 47 lbs. to dozen, lb.	13 @ 15
Western, 36 to 42 lbs. to dozen, lb.	13 @ 15
Western, 30 to 35 lbs. to dozen, lb.	12 @ 14
Chickens—fresh—dry pkd.—12 to box—	
Western, 60 to 65 lbs. to dozen, lb.	16 @ 19
Western, 48 to 54 lbs. to dozen, lb.	13 @ 17
Western, 43 to 47 lbs. to dozen, lb.	13 @ 16
Western, 36 to 42 lbs. to dozen, lb.	12 @ 15
Western, 30 to 35 lbs. to dozen, lb.	12 @ 14 1/2
Ducks—	
Long Island, frozen	15 @ 15 1/2
Squabs—	
White, per lb.	35 @ 45
Turkeys, No. 1—	
Young toms	21 @ 24
Young hens	19 @ 22
Fowls, frozen—dry pkd.—12 to box—	
Western, 60 to 65 lbs., per lb.	13 @ 16
Western, 48 to 54 lbs., per lb.	12 @ 16
Western, 43 to 47 lbs., per lb.	12 @ 15

BUTTER AT FOUR MARKETS.

Wholesale prices of butter at Chicago, New York, Boston and Philadelphia, week ended Feb. 15, 1934.					
	Scores	93	92	90	88
Chicago	24 1/2	24 1/2	23 1/2	23	22 1/2
New York	25 1/2	26	25	24 1/2	23 1/2
Boston	26 1/2	26	25	24	23
Phila.	26 1/2	26	25	24	23
Wholesale price carlots—fresh centralized butter—90 score at Chicago:					
	Scores	90	89	88	
Chicago	23 1/2	23 1/2	22 1/2	22 1/2	
New York	24 1/2	24 1/2	24 1/2	23 1/2	
Boston	25	25	24	23	
Phila.	25	25	24	23	
Receipts of butter by cities (tubs):					
	This week.	Last week.	Last year.	—Since Jan. 1—	1933.
Chicago	19,101	33,637	22,207	295,896	333,129
N. Y.	59,130	52,002	59,608	456,036	515,843
Boston	17,483	18,180	14,849	139,017	140,533
Phila.	23,440	20,060	20,717	161,561	172,832
Total	119,154	123,885	117,375	1,052,510	1,163,337
Cold storage movement (lbs.):					
	In	Out	On hand	Same	Feb. 15, 1934.
Chicago	51,537	654,030	25,178,587	5,014,121	
N. Y.	55,190	475,747	8,676,421	1,725,792	
Boston	2,205	74,571	1,004,223	422,997	
Phila.	39,240	22,986	319,675	678,432	

FERTILIZER MATERIALS.

BASIS NEW YORK DELIVERY.

Ammoniates.	
Ammonium sulphate, bulk, per ton, basis ex vessel Atlantic ports:	
February to June inclusive	@ \$23.00
Ammonium sulphate, double bags, per 100 lbs. L.A. New York	@ 30.00
Blood, dried, 16% per unit	@ 3.00
Fish scrap, dried, 11% ammonia, 10% B. P. L., f.o.b. fish factory	2.80 & 10c
Fish meal, foreign, 11 1/2% ammonia, 10% B. P. L., per ton	\$36.00 ton
Fish scrap, acidulated, 6% ammonia, 3% A.P.A. Del'd Bait. & Norfolk	@ 30.00
Soda nitrate, per net ton, February to June	@ 24.50
in 200-lb. bags	@ 24.50
in 100-lb. bags	@ 27.50
Tankage, ground, 10% ammonia, 15% B. P. L. bulk	2.75 & 10c
Tankage, unground, 9@10% ammonia	2.50 & 10c
Phosphates.	
Foreign bone meal, steamed, 3 and 50 bags, per ton c.i.f.	@ 25.00
Bone meal raw, South American, 4 1/2 and 50 bags, per ton c.i.f.	@ 25.00
Superphosphate, bulk, f.o.b. Baltimore, per ton, 16% flat	@ 3.00
Potash.	
Manure salt, 30% bulk, per ton	@ 19.15
Kainit, 14% bulk, per ton	@ 9.70
Muriate in bags, per ton	@ 37.15
Sulphate in bags, per ton	@ 42.15
Prompt shipment	
Dry Rendered Tankage.	
50% unground	@ .55
60% ground	@ .57 1/2

BONES, HOOF AND HORNS.

Round shin bones, avg. 48 to 50 lbs., per 100 pieces	75.00@ 85.00
Flat shin bones, avg. 40 to 45 lbs., per 100 pieces	@ 65.00
Black or striped hoofs, per ton	45.00@ 50.00
White hoofs, per ton	@ 100.00
Thigh bones, avg. 85 to 90 lbs. per 100 pieces	@ 70.00
Horns, according to grade	75.00@ 200.00

NEW YORK MEAT SUPPLIES.

Receipts of Western dressed meats and local slaughters under federal inspection at New York, for week ended Feb. 17, 1934, with comparisons:

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
West. drsd. meats:			
Steers, carcasses	8,750	8,680	9,241
Cows, carcasses	720	622	901
Bulls, carcasses	204	203	134
Veals, carcasses	12,508	10,358	7,986
Lambs, carcasses	34,595	24,085	20,254
Mutton, carcasses	3,102	2,658	2,007
Beef cuts, lbs.	448,868	490,188	476,575
Pork cuts, lbs.	2,910,817	3,030,572	2,745,064
Local slaughters:			
Cattle	10,028	9,678	8,840
Calves	14,344	13,992	13,923
Hogs	44,941	45,629	53,241
Sheep	58,044	55,408	73,281

PHILADELPHIA MEAT SUPPLIES.

Receipts of Western dressed meats and local slaughters under city and federal inspection at Philadelphia for the week ended Feb. 17, 1934:

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
West. drsd. meat:			
Steers, carcasses	2,760	2,699	2,628
Cows, carcasses	715	883	863
Bulls, carcasses	278	240	211
Veals, carcasses	1,984	1,568	681
Lambs, carcasses	11,424	12,435	11,083
Mutton, carcasses	1,630	906	1,045
Pork, lbs.	415,624	552,933	654,470
Local slaughters:			
Cattle	1,787	1,771	2,155
Calves	3,406	3,419	3,045
Hogs	4,585	17,054	20,040
Sheep	17,567	4,206	7,129

BOSTON MEAT SUPPLIES.

Receipts of Western dressed meats at Boston, week ended Feb. 17, 1934, with comparisons:

	Week ended Feb. 17.	Prev. week.	Cor. week, 1933.
West. drsd. meats:			
Steers, carcasses	3,534	3,049	2,387
Cows, carcasses	1,882	1,892	1,406
Bulls, carcasses	39	28	45
Veals, carcasses	999	1,079	1,068
Lambs, carcasses	18,043	18,132	19,068
Mutton, carcasses	761	979	1,222
Pork, lbs.	332,762	397,917	341,517

BRECHT

HOG BEEF SHEEP

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St. Louis

Buches Aires

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Calf Heads
Cracklings

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Pickled Skins
Packer Hides

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Horns
Cattle Switches

Selected Beef and Sheep Casings

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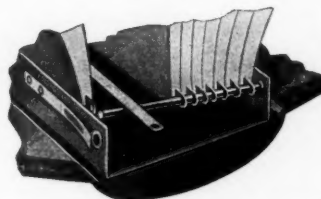
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CLASSIFIED ADVERTISEMENTS

Advertisements on this page, \$3.00 an inch for each insertion. Position Wanted, special rate, \$2.00 an inch for each insertion. Minimum Space 1 inch, not over 48 words, including signature or box number. No display. Remittance must be sent with order.

Position Wanted

Superintendent

Young man desires position with good packer, South or East. Now employed as assistant superintendent. Experienced all departments. Can handle labor, get results and operate plant economically. Good reason for wanting change. W-505, The National Provisioner, 407 S. Dearborn St., Chicago, Ill.

Sausagemaker

Position wanted by first-class sausagemaker. Was assistant foreman for last three years and can make full line of sausage and meat loaves. W-504, THE NATIONAL PROVISIONER, 300 Madison Avenue, New York City.

Lard and By-Product Man

needs work as foreman or laborer. Experienced in lard, cottonseed oil, shortening, inedible tallow and grease, fertilizer, bones, tank water, hides, hog hair, animal and poultry feed. Absolutely dependable. Excellent references. W-493, The National Provisioner, 407 S. Dearborn St., Chicago.

Your Sausage Troubles

Do you have trouble with your sausage and meat specialties? Cure? Seasoning? Shrinkage? Color? Smoking troubles? Keeping qualities? I can solve your difficulties for you. Write W-200, THE NATIONAL PROVISIONER, 407 S. Dearborn St., Chicago.

Equipment for Sale

Rendering Equipment

For sale, Recessed Filter Presses, all sizes; Lard Rolls; Dopp Jacketed Kettles; Hammer Mills; Disintegrators; Melters; Cookers; Mixers; Ice Machines; Boilers; Pumps; etc. Send for latest bulletin. What machinery have you for sale? CONSOLIDATED PRODUCTS CO., INC. 14-19 Park Row, New York City.

Packinghouse Machinery

For sale, reconditioned machinery of every description from single machine to machinery for complete packing plant. Guaranteed in A-1 condition. Write Menges, Mange, Inc., 1515 N. Grand Blvd., St. Louis, Mo.

Rebuilt Sausage Equipment

Special offer on rebuilt sausage equipment as follows:

43-T "Buffalo" tilting cutter, direct-connected to 25 h.p. motor, either A. C. or D. C. motor.

300-lb. Hottmann combination cutter and mixer, direct-connected to either A. C. or D. C. motor.

125-gallon scrapple kettle and stirrer—complete.

Also large stock of rebuilt electric motors. Write us for details. R. T. Randall & Company, 331 N. Second St., Philadelphia, Pa.

Sell Your Surplus Used Equipment through THE NATIONAL PROVISIONER Classified Ads.

Plants for Sale

Small Packing Plant

For sale, small packing plant near stock yards and city of 110,000 population. Has 1700 square feet cooler space with overhead tracks for beef and pork, sausage, and cold storage machinery with motors. Priced low for quick sale. Best offer takes it: \$500.00 down, balance by year. Send 15c for blueprints and description. Evansville Lumber Co., Evansville, Ind.

Equipment Wanted

Hasher or Hog

Wanted, hasher or hog, Diamond preferred, 25 HP. with or without motor. W-506, THE NATIONAL PROVISIONER, 407 S. Dearborn St., Chicago, Ill.

Lard Roll and Stuffer

Wanted, used lard roll and 100-pound stuffer in good condition. W-503, THE NATIONAL PROVISIONER, 407 S. Dearborn St., Chicago, Ill.

A "Classified" advertiser who spent \$2 a week to secure an account wrote THE NATIONAL PROVISIONER:

"I have had more replies now than I can take care of." This is only one of many such letters we receive every day. Make your wants known on this page of opportunities.

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Standard and Special Sizes
Manufactured by

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CURING TANKS, BELLY BOXES, AND ALL TYPES OF TRUCKS
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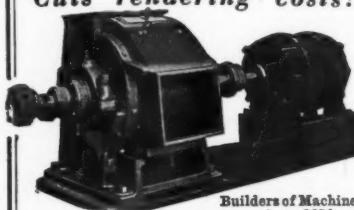
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Hoof and Horn Meal

Chrysler Bldg., 405 Lexington Ave., New York City

Our Eightieth Anniversary

M & M Hog
GRINDS EVERYTHING
Cuts rendering costs!

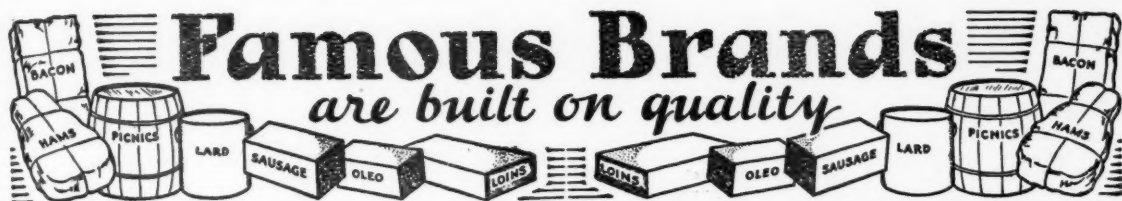


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since 1884

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Grinds fats, bones, carcasses, viscera, etc.—all with equal facility. Reduces everything to uniform fineness. Ground product gives up fat and moisture content readily. Saves steam, power, labor. Low operating cost. Increases melter capacity.

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The Danahy Packing Co.

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Lard
Delicatessen

Pittsburgh Provision & Packing Co.

Union Stock Yards
PITTSBURGH, PA.

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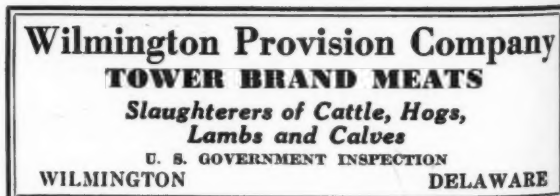
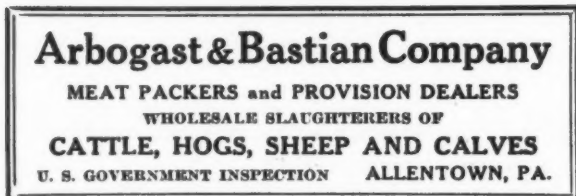
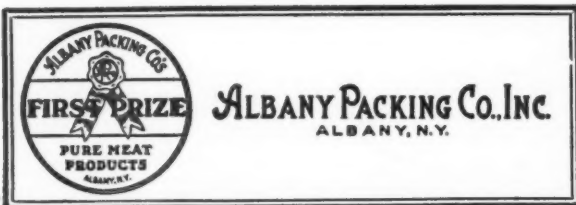
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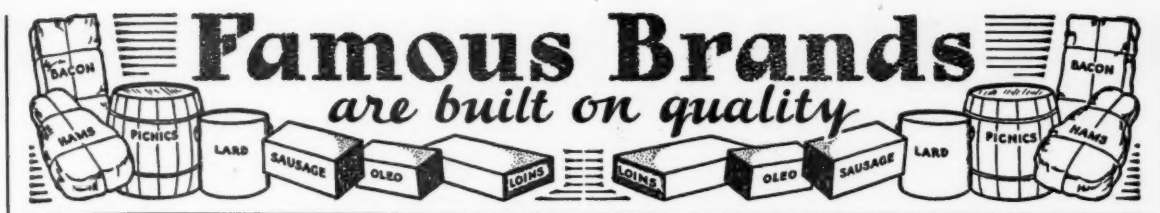
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